

Junction City Housing Conditions Assessment

2021

**Understanding Current Housing
Stock and Conditions**

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Table of Contents

1. Executive Summary 7

2. Background 13

3. Demographic Analysis 24

4. Conditions Analysis 31

5. Recommendations 41

Executive Summary

Executive Summary

Foreword

The Flint Hills Regional Council (FHRC) is collaborated with Kansas State University's Department of Landscape Architecture and Regional & Community Planning (LARCP) for spring semester 2021. The intent of the collaboration was to document and analyze housing assets in the three neighborhoods in Junction City, Kansas through a Housing Conditions Analysis (HCA).

The collaboration was mutually beneficial whereby students had the opportunity to conduct an HCA. The overall purpose of the HCA was to provide the empirical basis on which the City, Fort Riley, community groups, organizations, and residents can develop an understanding of the current condition of the housing stock in specific neighborhoods that then can be shared and provide a basis for future recommendations. Fort Riley assists soldiers in locating housing options; this assessment would benefit Fort Riley by providing valuable data regarding available housing stock that could be, with additional inspections, added to their list of approved rental properties for soldiers and their families. This assessment can also be used to provide the foundation needed to apply for additional grant funding to make housing improvements. The last housing study of this area was conducted in 1968. This assessment will assist FHRC staff in making recommendations and governing officials in making decisions and/or recommendations toward future investments in infrastructure, homeowner programs, and neighborhood revitalization planning. The HCA will help the City assess the success of earlier and ongoing community development efforts. The HCA is therefore a starting point towards an overall plan for community, neighborhood, and city development. The effort was led

Students Involved:

- Enoch Akowuah
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- Emily Sweat
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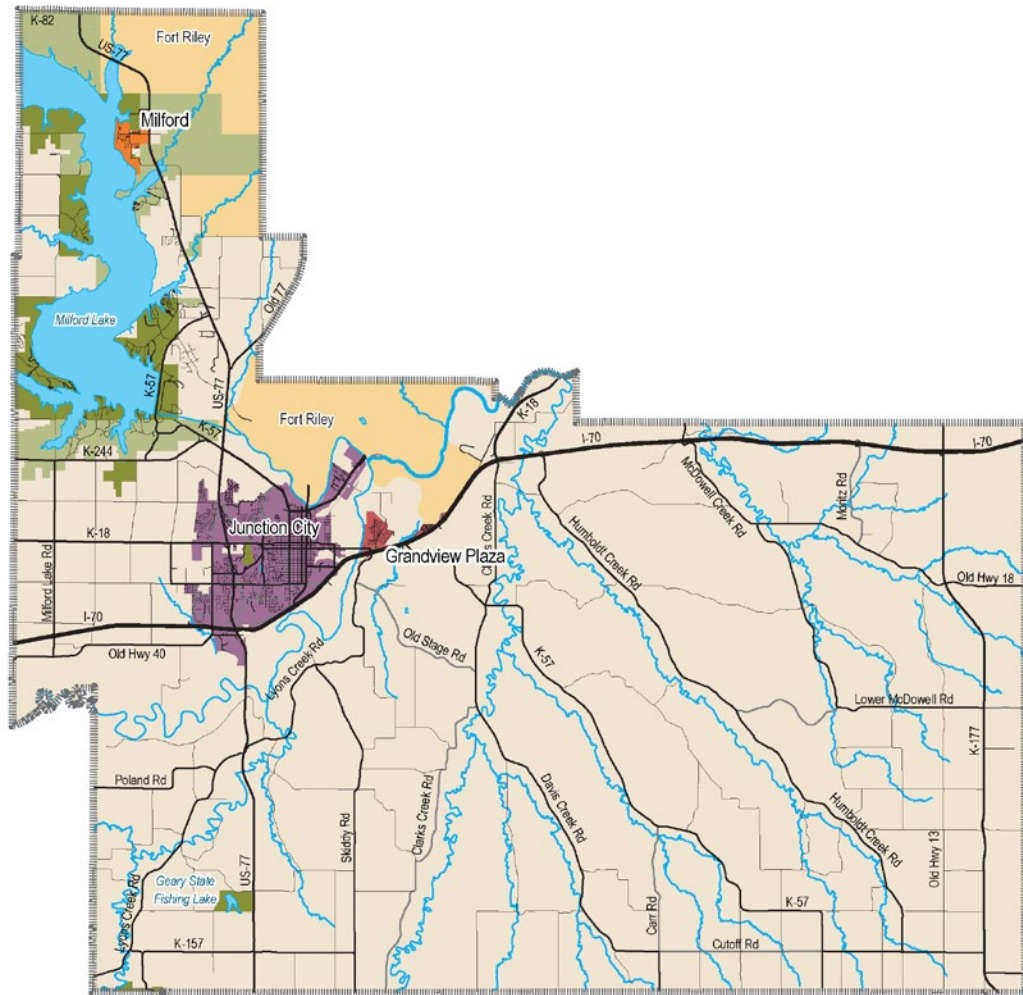


Figure 1.1
Location of Junction City in Gery County, Kansas

Junction City is a city in Gery County, Kansas, near other communities such as Grandview Plaza and Milford, as well as Fort Riley. (Map Source: Junction City, Gery County 2017 Comprehensive Plan)

by Assistant Professor Susmita Rishi. Professor Rishi and her students conducted a housing conditions assessment (HCA) as part of PLAN 650 Housing and Development Programs in spring semester 2021. Flint Hills Regional Council has funded this project through the OEA JLUS Grant.

Study Area

Based in the last housing study conducted in 1968, three neighborhoods in the historic center of the city were identified as the study area.

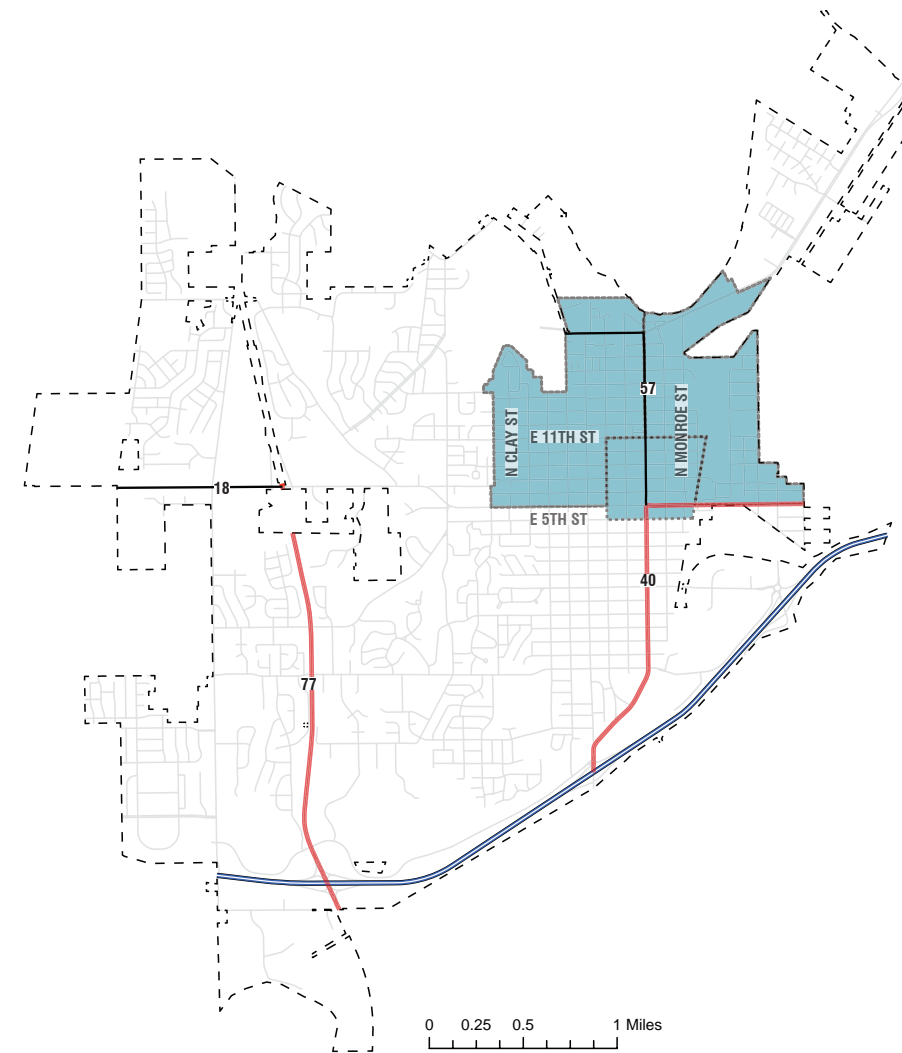


Figure 1.2
Study Area in context of the entire city

(Adopted by Susmita Rishi from OEA JLUS Grant proposal)

Legend

- City Boundary
- Study Area

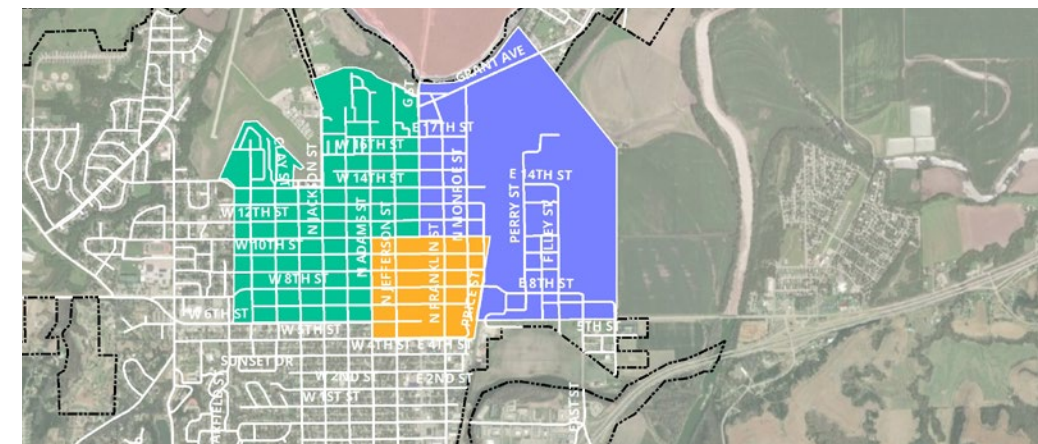


Figure 1.3
Detailed Study Area Map
(Created by Susmita Rishi)

Legend

- Neighborhood 1
- Neighborhood 2
- Neighborhood 3
- City Boundary

What is a Housing Conditions Analysis?

A Housing Conditions Assessment is a detailed analysis that focuses on the structural characteristics and conditions of dwellings; the demographic structure of the neighborhood and city; and local housing and other issues pertaining to housing in the area. The purpose of a Housing Conditions Assessment (HCA) is to provide the empirical basis on which the city, community groups, organizations and residents can develop a comprehensive understanding of the current condition of the housing stock in the city and neighborhood. Then this study can be used to make decisions towards investments such as infrastructure upgrades, homeowner programs, neighborhood revitalization etc. An HCA can also help the city assess the success of earlier and ongoing community development efforts. The HCA is therefore a starting point towards an overall

plan for community, neighborhood and city development. In this Housing Conditions Assessment study, we tried to focus to the four A's – Adequacy, Availability, Affordability and Amenity.

During the course of spring 2021, students gathered primary and secondary data, which used to put together this Housing Conditions Assessment. This report documents the current condition of housing stock in the study area based on a windshield survey. The windshield survey was carried out by collecting data on each unit via Survey123. This data was cleaned and analysed to create an understanding of the housing stock in the study area. Based in the assessment of housing conditions, students make preliminary policy recommendations on how to alleviate the issues identified.

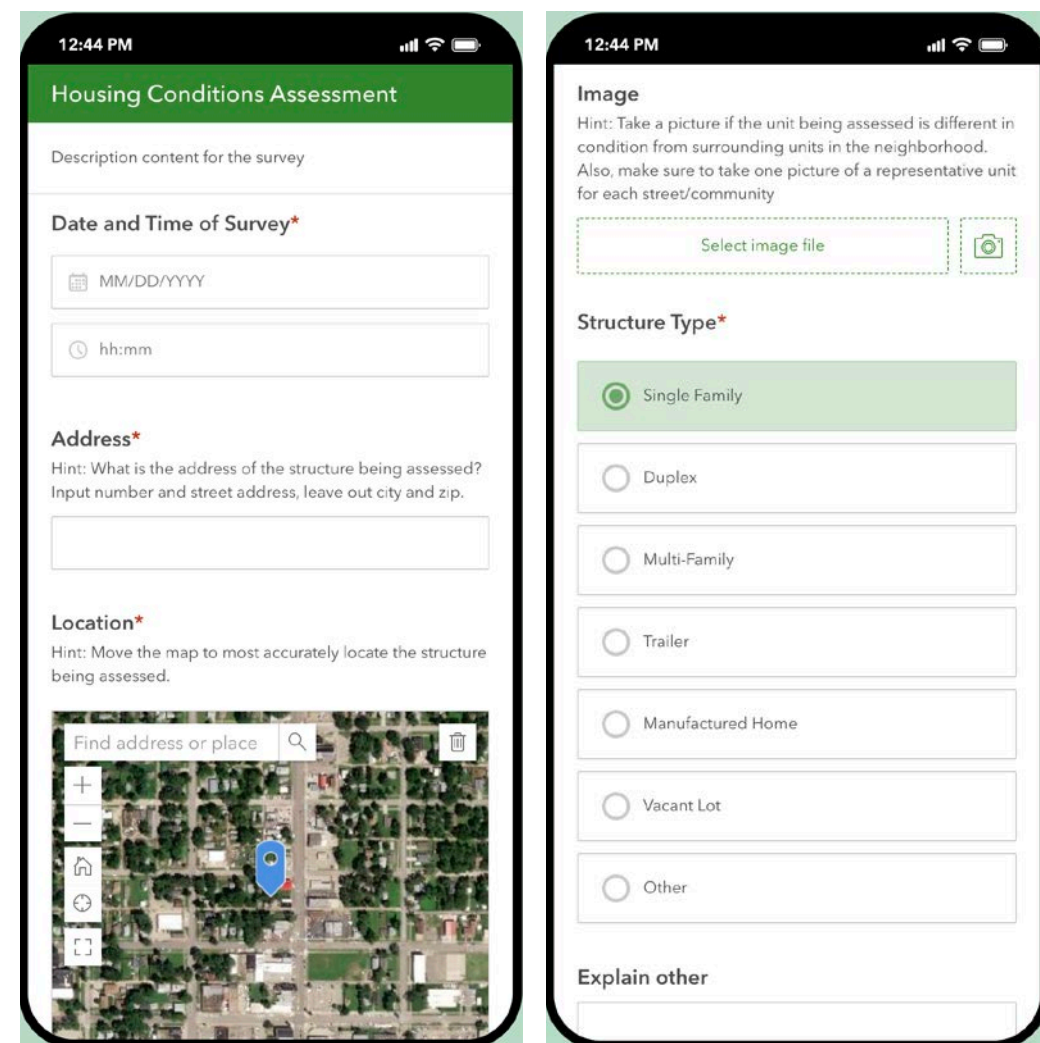


Figure 1.3
Windshield Survey
Screenshots showing parts of the windshield survey. Students collected data on their mobile devices and were able to collect geolocated data. (Screenshots taken by Susmita Rishi)

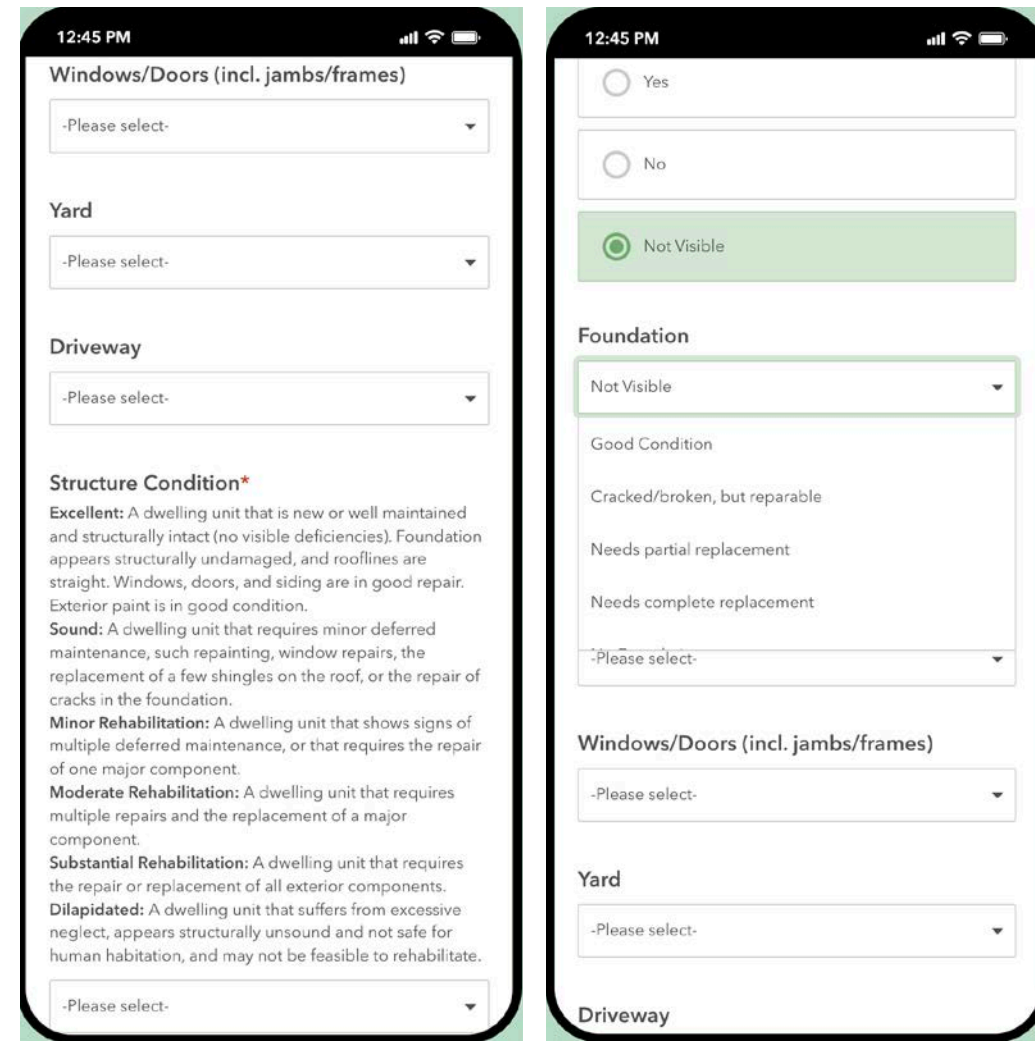


Figure 1.4
Windshield Survey
Students collected data on their mobile devices and were able to collect detailed data, as well as enter a final assessment of the condition of each unit. (Screenshots taken by Susmita Rishi)

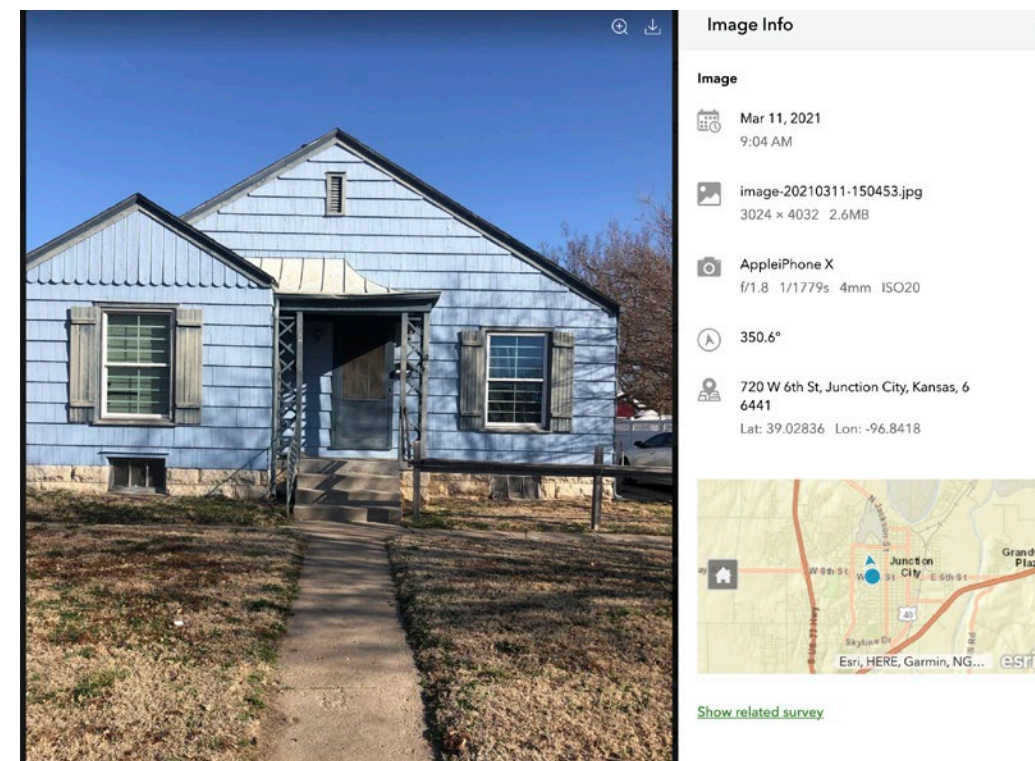


Figure 1.5
Images Collected
Students also collected images of sample units every couple of streets. These images were attached to the data entry for the unit and were used to verify the final condition assessment. (Screenshot taken by Susmita Rishi)

Background

Junction City

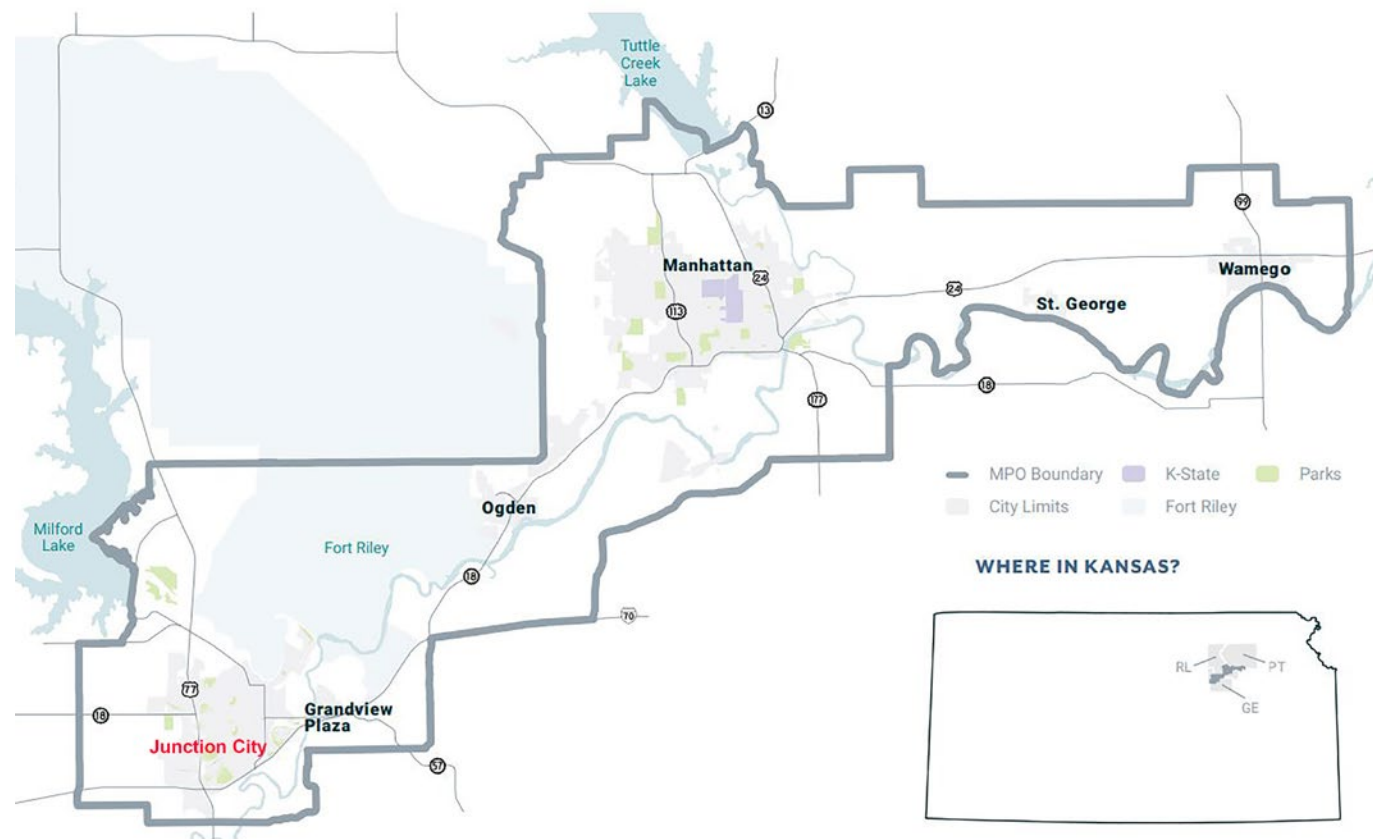
Junction City is a city in Geary County, Kansas, so named for its location at the confluence of two rivers- Smoky Hill and Republican-which then form the Kansas River. The city has a population of 22,932 as per the 2020 US Census, and covers a total area of 12.22 square miles.

Historical Background ¹

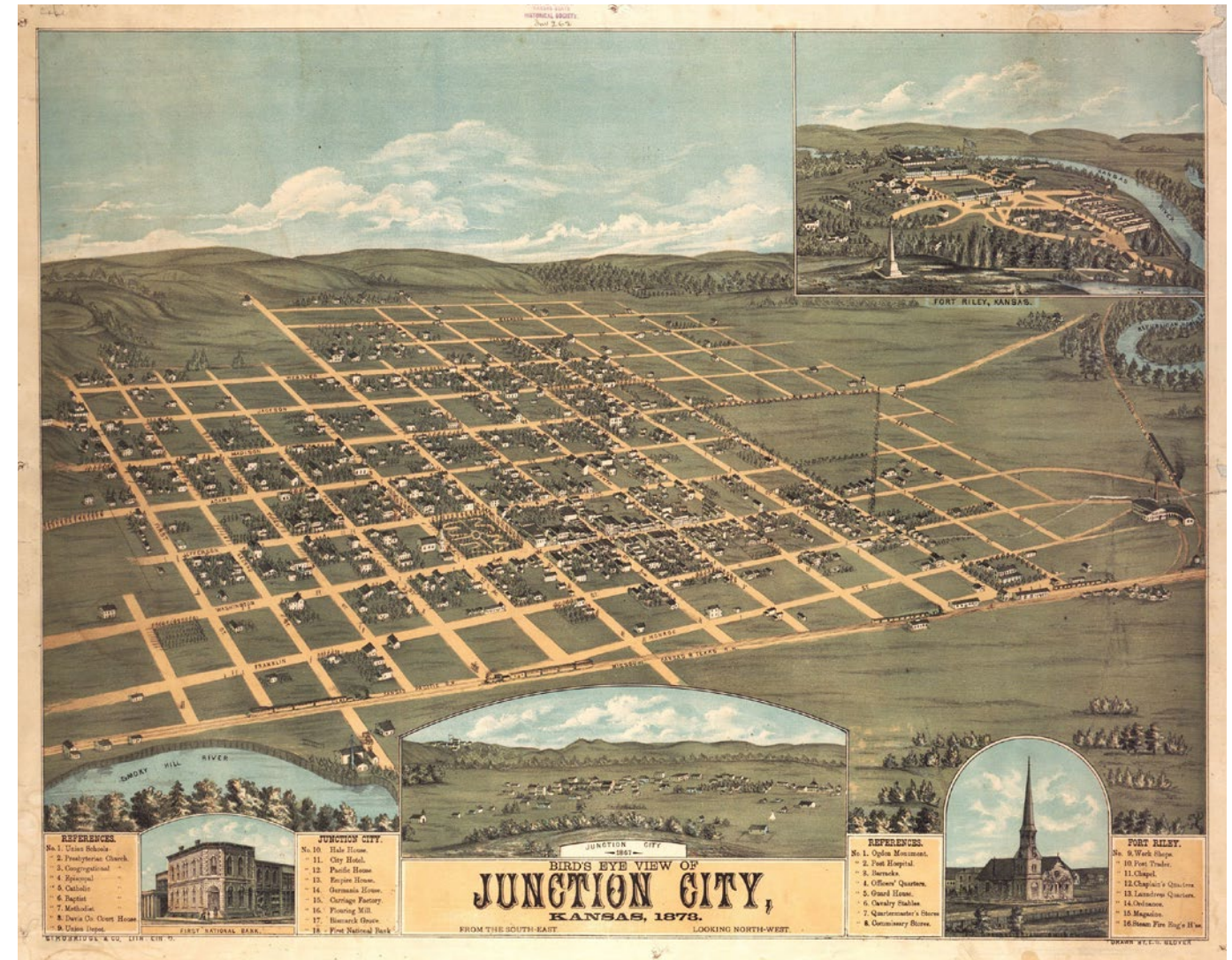
Before white settlers established their permanent settlements at the junction of the two rivers, the area was home to several Native American tribes including the Kansa (Kaw), the Osage, Pawnee, and Wichita tribes. Explorers of the Lewis and Clark expedition noted that the Kansa lived in a village in the area and all tribes hunted buffalo and farmed corn, beans, and squash. In 1853 with the expansion of white settlers westward, a new post was established in Fort Riley. By the end of summer 1854 three double blocks of officers' quarters and four sets of soldiers' barracks were erected. Over time, there were multiple failed attempts at establishing a community in the area near the post, the most notable being the city of

Pawnee. Pawnee was established in 1854 and soon became a "booming town" of a dozen or so buildings with a two-story stone capital building and a new hotel under construction, reaching a peak population of 500 residents in the summer of 1855. However, in September 1855 Fort Riley was expanded to include the settlement of Pawnee. Eventually, Junction City was established in 1858 and named because of its junction between two rivers. Three different communities- Humboldt, Manhattan and Millard City- were planned before the town of Junction City came to be. Work on the first buildings in the town of Junction city began in spring of 1858. In February 1959 under a special act of the Kansas Legislature, Junction City was

Figure 2.1
Location of Junction City in Geary County, Kansas (Flint Hills MPO)



¹ Information in this section was gathered through meetings with representatives of the Geary Council Historical Society. We are very thankful for their help and support.



formally incorporated.

Despite the fact that Junction City has always kept a record of laws and ordinances, historians cannot find any records of proceedings predating April 17, 1871, or records of by-law and ordinances prior to January 11, 1871. The only exception are the records for Cuddy's Addition and the Railroad Addition.

Growth

In its early years, there was not much to do in Junction City. As trees were planted and infrastructure built, the city came to life. Washington Street has always functioned as the city's main street. The downtown area grew consistently into the 1960s. After the 1960s, 6th Street began developing from residential to primarily commercial buildings. This transformed the downtown area and helped Junction City thrive. Downtown was the

Junction City has no record in its archives regarding when or how Junction City became a "city of the second class" i.e. having a population over 1,500. We do know that the change was not made by a special act of legislature, as no records for that exist at the state level.

central location for every type of business. Farm families would come into town on the weekends to do their shopping. There were various forms of entertainment that drew people in at night, including the opera house, theaters, nightclubs, saloons, and brothels. There were multiple forms of transportation that allowed soldiers and other people from surrounding areas to easily access these amenities. Major forms of transportation in-

Figure 2.2
Bird's eye view of Junction City, Kansas. 1878.

"A color lithograph of Junction City, Kansas, looking northwest with insets of the town and Fort Riley, Kansas. One inset is dated 1867. The lithograph shows the location of buildings, churches, hotels, railroad and structures on Fort Riley. A legend is provided to identify some of the buildings." (Glover, E. S.)

cluded the train and streetcar.

Neighborhoods

East 9th Street especially contributed to the popularity of the downtown area. Many African American owned businesses were established here. The area was most infamous in the 1960s for its nightlife, which included prostitution and other illicit activities. This activity was a big reason why soldiers came over to Junction City from Fort Riley. In fact E 9th street was so infamous in the 1960s that soldiers deployed overseas requested to be stationed at Fort Riley to see it for themselves. Prostitutes traveled from Kansas City on payday because thousands of soldiers would come to collect their paychecks.

In 1974, the city commission voted to demolish E 9th Street to build a parking lot for the courthouse. Many white people wanted to keep 9th Street out of Washington Street because they didn't want Junction City to get a bad reputation. However, soldiers wanted to go to Junction City because of this reputation. After the destruction of East 9th Street, many people moved from downtown to the suburbs. By 1977 E 9th Street was gone and today, the parking lot put in its place is scarcely used.

The Northeast Neighborhood of the assessment area is located in the historic railroad addition. The railroad addition was established circa 1867 and was built around the new Union Pacific station. This station was the catalyst to the new development because Junction City was the junction of three railroads: the Union Pacific (going east-west), the Missouri, Kansas & Texas (Katy) (going south) and the Junction City & Fort Kearney (going north). The establishment of an offi-

cial train station allowed for more passenger travel through the town and allowed the town to grow and flourish.

The Central Neighborhood of the assessment is located primarily in the historic downtown, with a small section in the railroad addition. Because this section is located primarily in the historic downtown area, it is considered to be both the central business district and the oldest historical neighborhood zone.

The survey of the site chosen for Junction City was commenced early in 1858, by Daniel Mitchell, and was completed early in the summer of that year. When Junction City was officially incorporated February 9, 1859, this area was the entirety of the town.

The north-central neighborhood of the assessment area contains the entirety of the Cuddy's addition, as well as sections of the railroad addition and historic downtown. Cuddy's addition, circa 1859, marked the first major expansion of Junction City's boundaries since the town was established. The moniker "Cuddy's Addition", named for William Cuddy, the man initially voted as the first mayor of Junction City. The identifying phrase "Cuddy's Addition to Junction City" still appears on the lot description for the properties in the neighborhood.

North of 6th Street, in the Cuddy's Addition area, homes tend to be smaller. The oldest and largest houses were located in the neighborhood south of 6th street and Heritage Park. Historically this was one of the only areas Junction City which was defacto segregated with real estate agents steering potential Black homeowners and renters

away from the area. After World War II a federal housing development was built near 18th and Jackson and Madison Streets for Black soldiers and their families. However, for the most part there were no all-black segregated neighborhoods in Junction City.

In 1948, President Truman ordered the desegregation of the US Army following which a lot of pressure was put on Junction City to further desegregate by the army. Further, Black soldiers were required to have access to all the eating establishments that White troops did and the army command put pressure on Junction City to allow Black soldiers to live wherever they wished and could afford. Open and desegregated housing be-

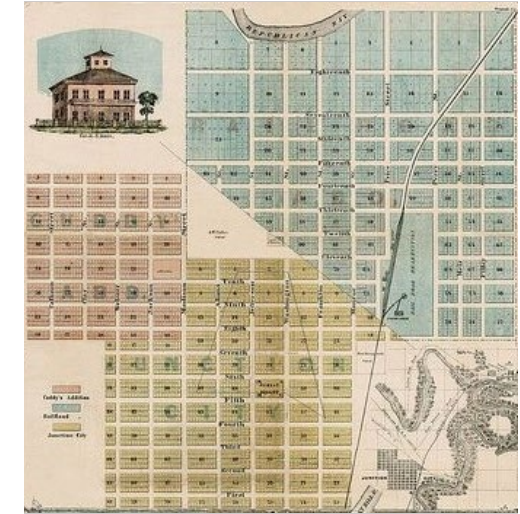


Figure 2.4
The three neighborhoods
A historic map that shows the original survey (yellow), the railroad addition (blue), and Cuddy's addition (red). (Junction City Historical Society)



Figure 2.5
Images of the Town
Top-Street scene in Junction City, Kansas. 1874. (Street scene in Junction City, Kansas)
Bottom-Left-Junction City Courthouse. Built 1899. (Junction City Courthouse)
Bottom-Right- Junction City Opera House. Built 1882. (Junction City Opera House)



Figure 2.3
Left Image: Looking North on Main Street. 1894.
(Anderson, W.)



Figure 2.4
Right Image: Junction City Historic Depot
Historical photograph of the old wooden train station. (Legends of America)



in Junction City formally in the 1960s. The proximity to Fort Riley therefore has played a prominent role in the spatially desegregated **Fort Riley**

The history of Junction City and indeed the state of Kansas is deeply connected with Fort Riley, a military post that was established along the Santa Fe Trail in 1852. With this connection, the coming and going of soldiers during times of war have had a huge impact on Junction City. The end of the Civil War dramatically increased the population of the city. World War I brought in thousands of people. On the flip side, the Vietnam war sent away thousands and left the city looking like a ghost town.

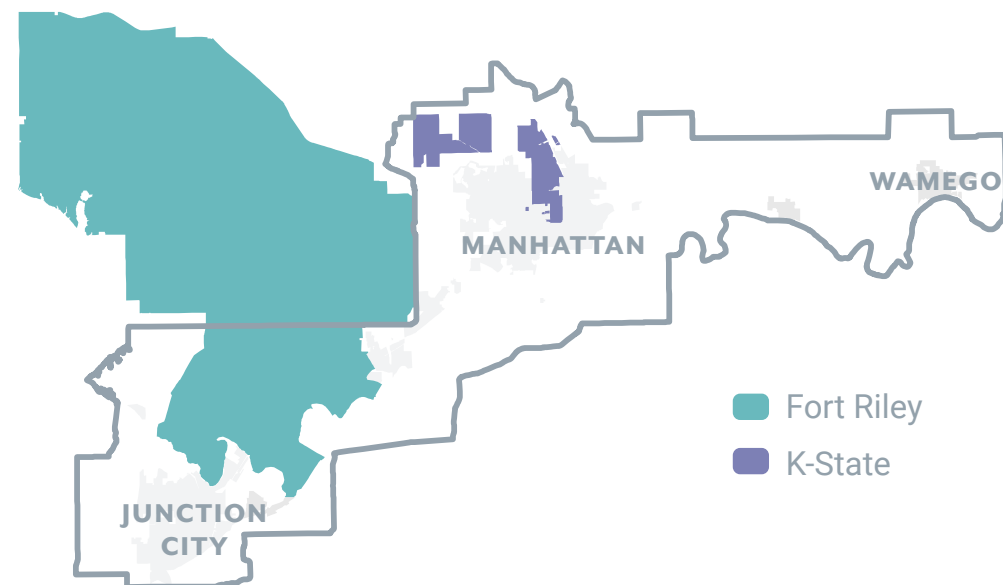
In addition to influxes in population, Fort Riley is the reason for the city's unique diversity. Junction City is home to Filipino and Korean

neighborhood form that is seen in Junction City even today.

communities, and 20 percent of the city is African American. When soldiers were overseas, they would bring brides back from other countries and settle down in Junction City.

Today Fort Riley encompasses some 100,000 acres of land and is home to the 1st Infantry Division and is home to the Big Red 1. There are more than 10,000 soldiers stationed at Fort Riley and most of these soldiers live in Junction City and Manhattan (Mitchell, 2021). As the largest employer in the area, Fort Riley employs nearly 5900 civilians and generates approx. \$1.7 billion every year (FHMPPO, 2020).

Figure 2.6
Fort Riley In Context
Map showing the area covered by Fort Riley, as well as the location of surrounding communities.
(Source: Connect 2040 Plan by FHMPPO)



Junction City Today

Junction City has been in an economic decline since the 1970s-80s. Buildings downtown are in poor condition. Small, family held businesses have been replaced by larger chain stores. Soldiers no longer come into town because Fort Riley has enough amenities. Off post, Manhattan provides more amenities than Junction City such as the new 24 hour Genesis Health Club.

In terms of commercial development, present day Junction City looks much different than it

did in the 1960s. Proximity to Interstate 70 has supported commercial development in Junction City with Grant Avenue offering a variety of commercial services. Besides the downtown cores, retail has also developed along West 6th, South Washington, and East Chestnut corridors, with more concentration in area closer to Interstate 70.

Residential development has seen a steady increase over time, with 40% of developed land within the city used for residential devel-

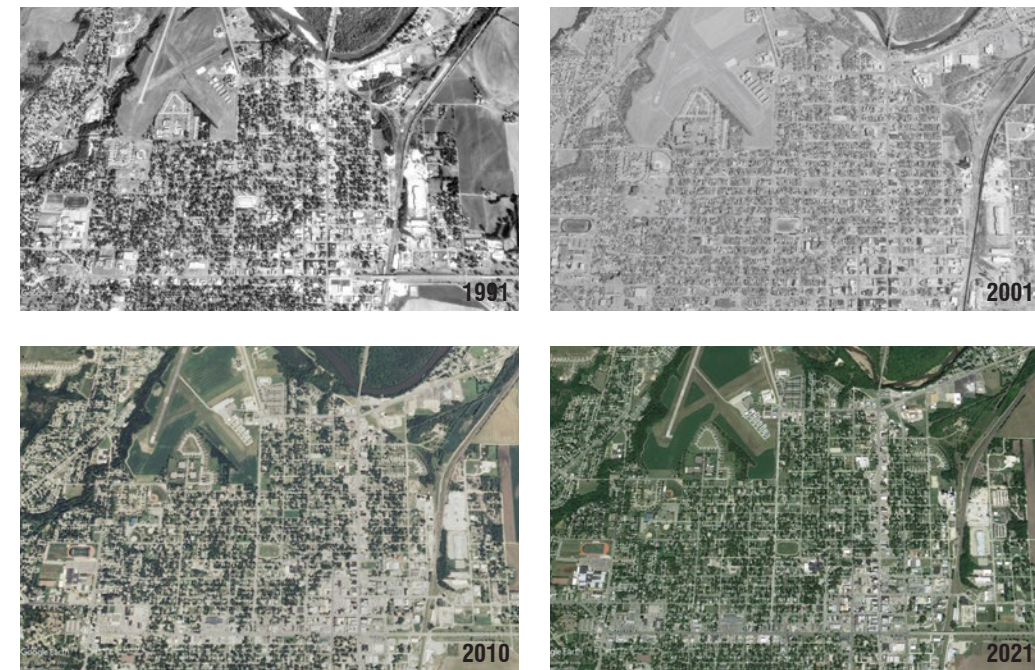
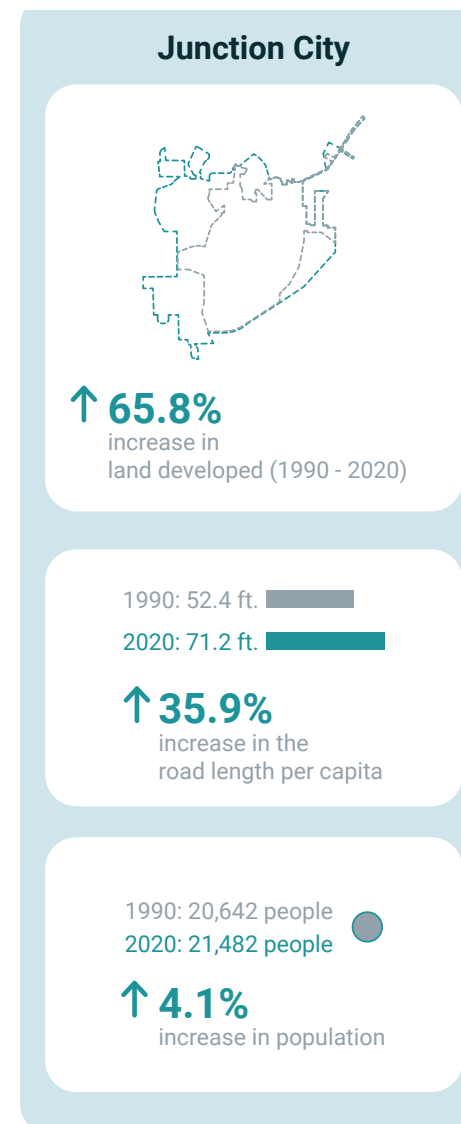


Figure 2.7
Views of study area
Google Earth view of the study area over time show that the area has increased in density some.



opment. While due to a slow down in growth of population has seen a slow down in development, the city continues to grow along the western edge.



Figure 2.8
Left: Junction City Profile (Connect 2040 by FHMPPO)
Right: Junction City Brownfields
Looking at the location of the two brownfields in the north area of the site. (Area-Wide Plan Junction City, Kansas)

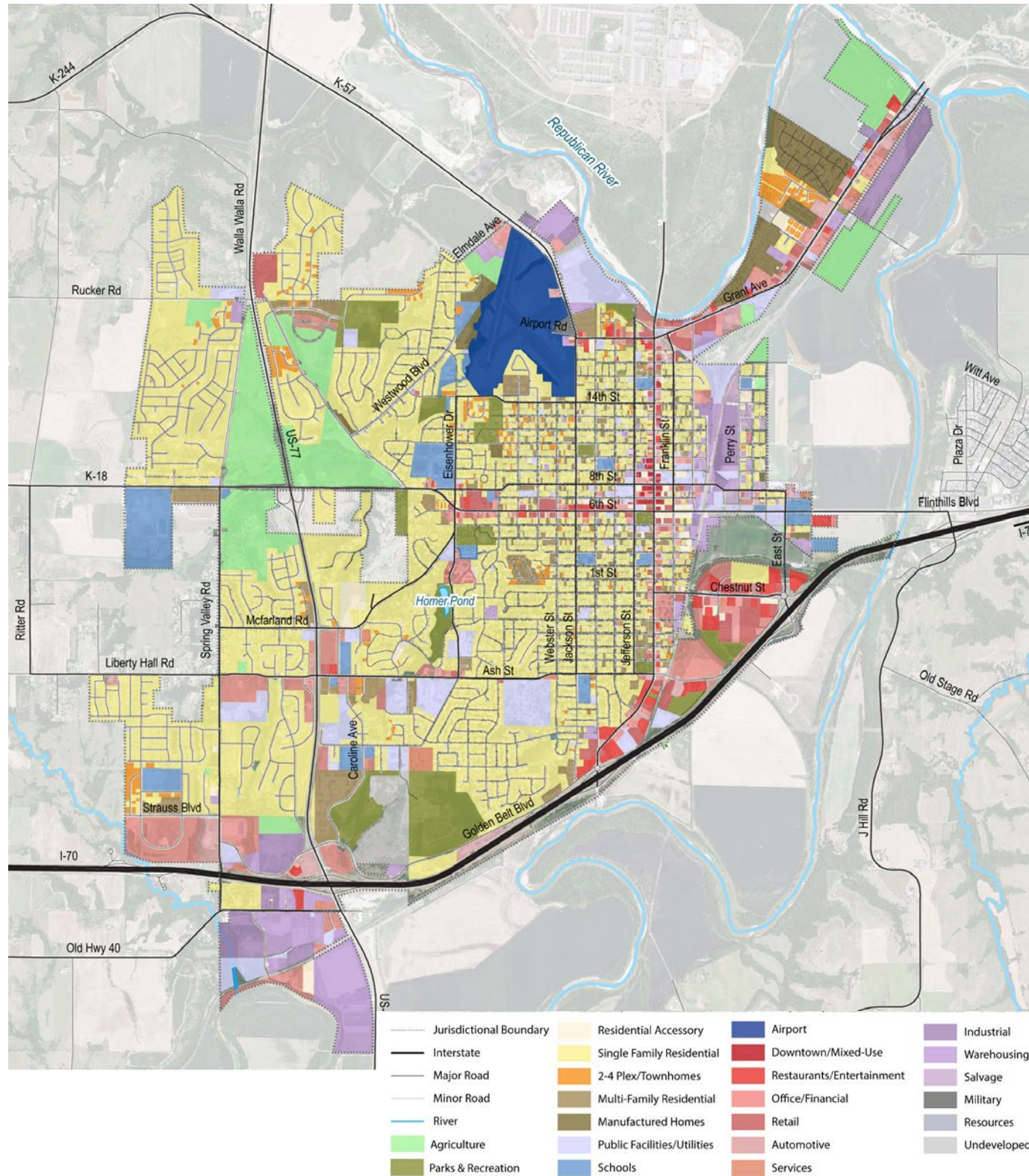


Figure 2.9
Junction City Landuse
Landuse plan for Junction City, as proposed in the Junction City, Geary County 2017 Comprehensive Plan, adopted May 2, 2017.

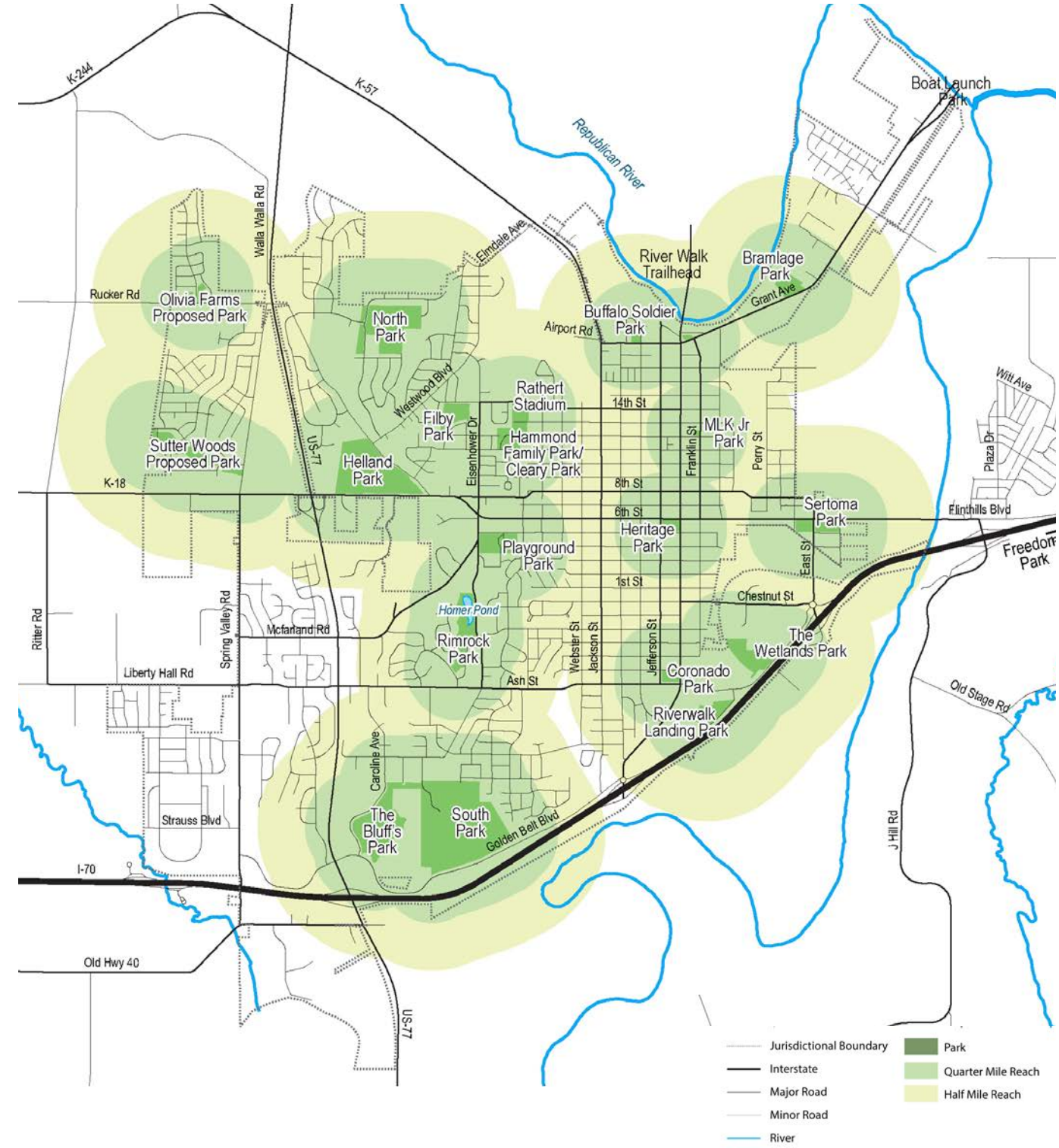


Figure 2.10
Junction City Parks
An analysis of public parks and accessibility in Junction City, from the Geary County 2017 Comprehensive Plan, adopted May 2, 2017.

Demographic Analysis

Demographic Analysis

Population

The overall population of Junction City, Kansas saw a spike between 1940 and 1950, from approximately 8,500 to 13,500. Since then, the population steadily increased and has remained near 20,000 people in recent decades (Census Reporter, 2019). Short-term population changes are related to changes at Fort Riley. The 2017 Junction City and Geary County Comprehensive Plan identifies the National Bio and Agro-Defense Facility (NBAF) being constructed at Kansas State University as potentially leading to an increase in economic activity and population in the county and city.

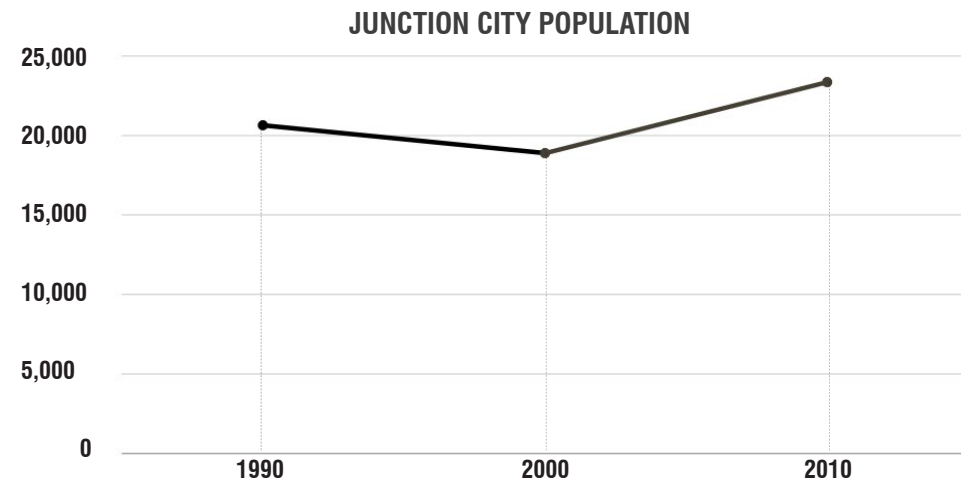


Figure 3.1
Graphics & Data
Population of Junction City from 1990-2010
(Data: US Census Bureau, 2019; Graphic by Kylee Mernagh)

Race in Junction City Over Time

Over the last 20 years the population of Junction City has slowly become more diverse, showing a 4% increase of the minority population since 2000. However, the white population still represents more than half of the overall population. In 2000 the white population was at 58% and then dropped to 53.7% in 2010 before slightly increasing to 54% in 2020. This same trend happened with the black population; in 2000 it was at 22%, then dropped to 20.6% in 2010, before slightly increasing to 21% in 2020. The hispanic population has seen a steady increase over the last 20 years. In 2000 it was at 10%, by 2010 it was at 12%, and in 2020 it had increased to 14%. One population that has steadily stayed the same over the years is the asian population. In 2000 it was at 3%, then increased to 4% in 2010, and then dropped back to 3% in 2020 (Census Reporter, 2019)(Census Viewer, 2011)(U.S. Census Bureau, 2019) (Data Commons, 2018).

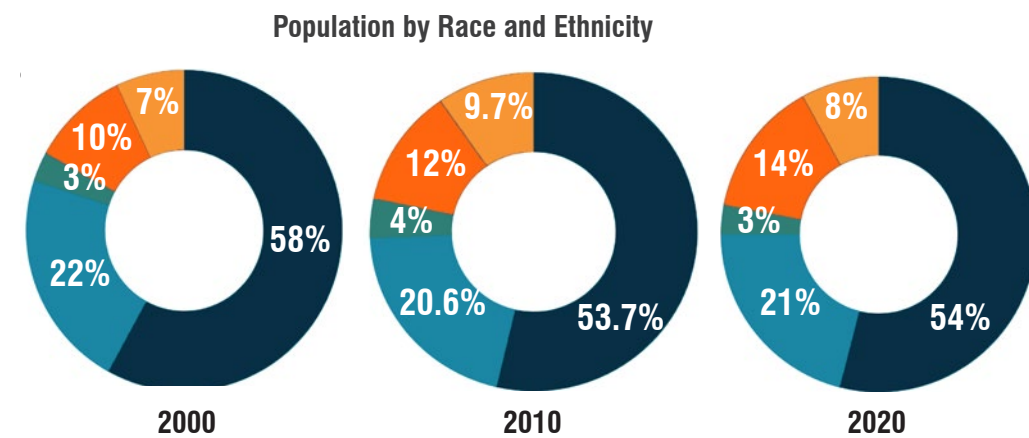


Figure 3.2
Racial Demographics
Figure shows how the racial demographics have changed in JC over time. (Data: Census Reporter, 2019; Census Viewer, 2011; U.S. Census Bureau, 2019; Data Commons, 2018; Graphic by Cullen Moser)

Age of Junction City Residents in 2020

Over the years the population of Junction City has become pretty diverse in terms of age distribution. As of 2020 the average age of a Junction City resident was 28 years old. Overall, as of 2020; 30.4% of the population was between the ages of 0-19, 39.2% between the ages of 20-39, 15.7% between the ages of 40-59, and 14.6% over the age of 60 (Census Reporter, 2019).

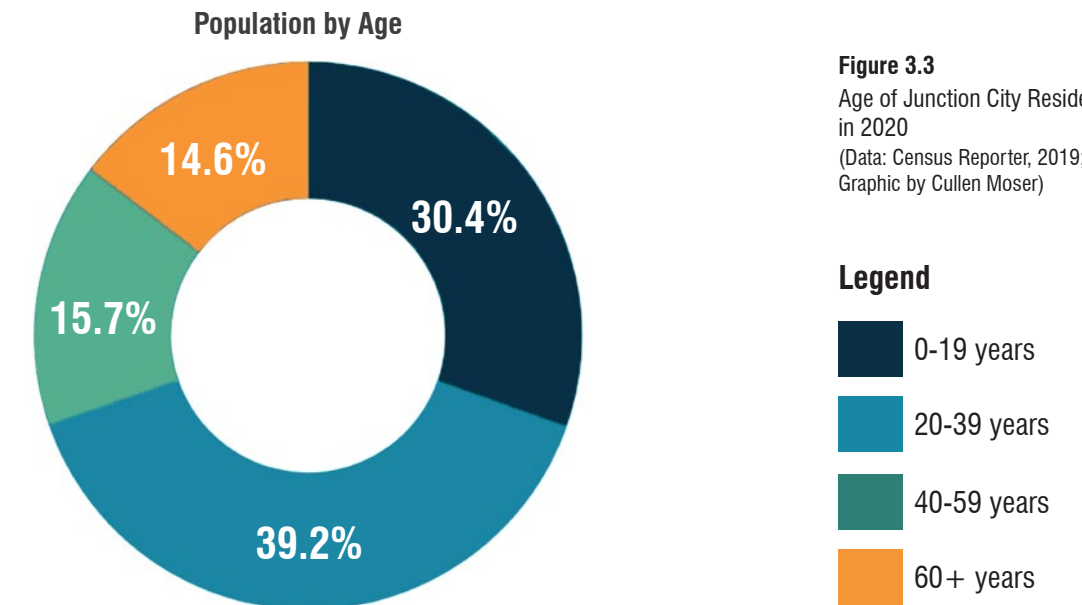


Figure 3.3
Age of Junction City Residents in 2020
(Data: Census Reporter, 2019; Graphic by Cullen Moser)

Legend

- 0-19 years
- 20-39 years
- 40-59 years
- 60+ years

Population by Household Type

There are approximately 9,163 households in Junction City. The average household size is 2.5 person. Married couples make up 64% of the households, male householders make up 16% of the households, female householders make up 15% of the households, and non-families make up 5% of the households (U.S Census Bureau, 2019).

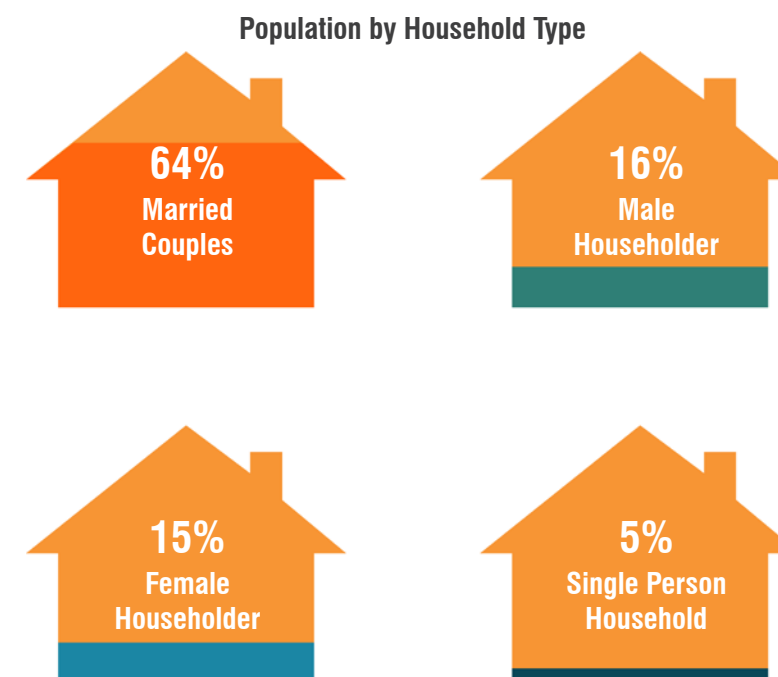


Figure 3.4
Population by Household Type
(Date: U.S. Census Bureau, 2019; Graphic by Carlos Toledo-Dominguez)

Population by Gender

The gender population has taken a drastic turn in just the last 10 years. In 2000 the female population was the majority making up 51.8% while the male population was 48.2%. Then in 2010 the female population slightly dropped to 51.1% as the male population increased to 48.9%. However, between 2010 and 2020, that drastically changed. As of 2020 the majority of the population is male which makes up 53% of the population, as the female population dropped all the way to 47%.

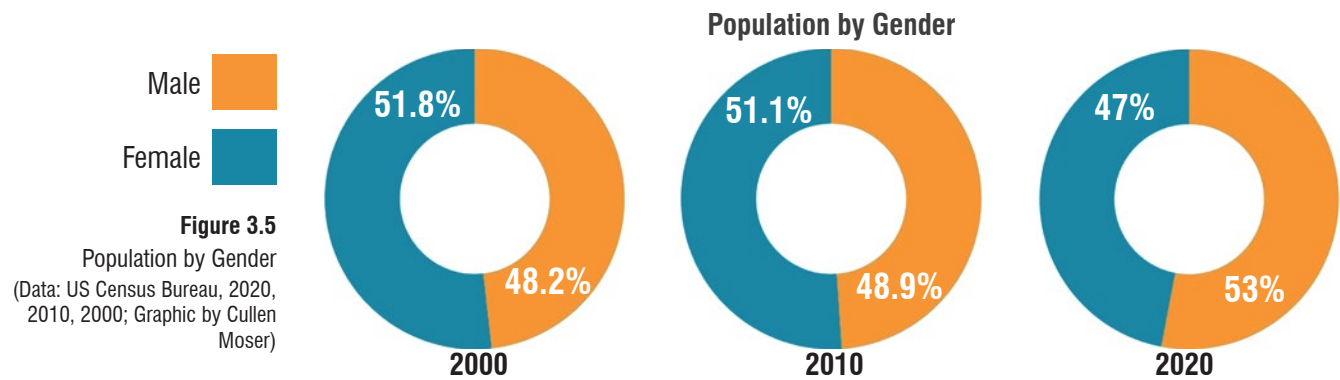


Figure 3.5
Population by Gender
(Data: US Census Bureau, 2020, 2010, 2000; Graphic by Cullen Moser)

Veterans in Population

Being host to Fort Riley, Junction City has a much larger percentage of veterans in its population than nearby Manhattan, the state of Kansas, and the nation as a whole. This is an important statistic, as the city can continue to aid its high veteran population in specific ways.

Veterans by Percentage of Total Population

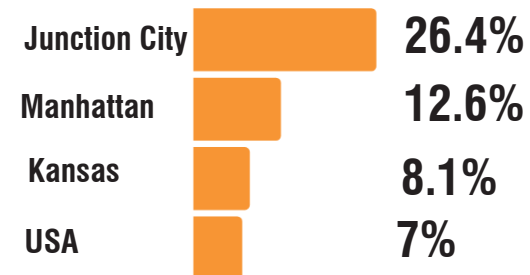


Figure 3.6
Junction City has a larger percentage of veterans than nearby towns, Kansas, and the United States.
(Data: Census Reporter, 2019; Graphic by Kylee Mernagh)

Place of Birth

A majority of Junction City residents were born in the United States. The second leading country for birth place was Asia, followed by Latin America.

Birth Place of Junction City Residents in 2019

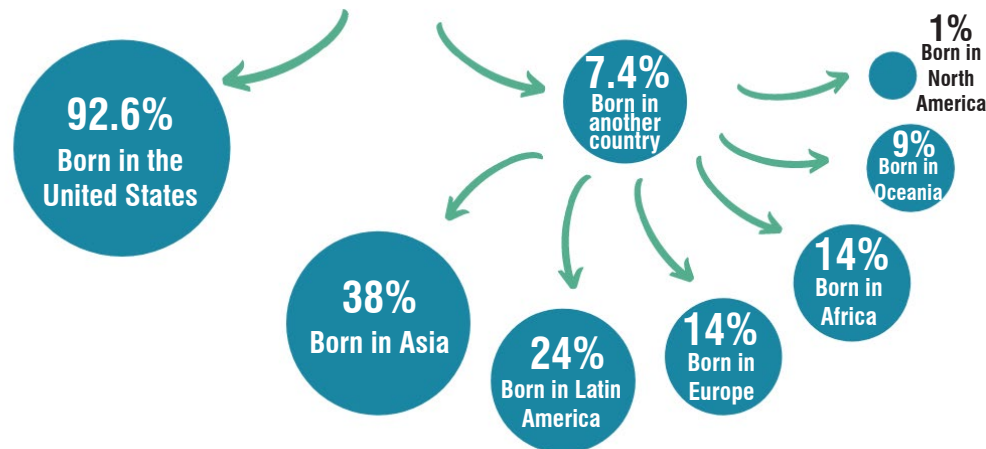
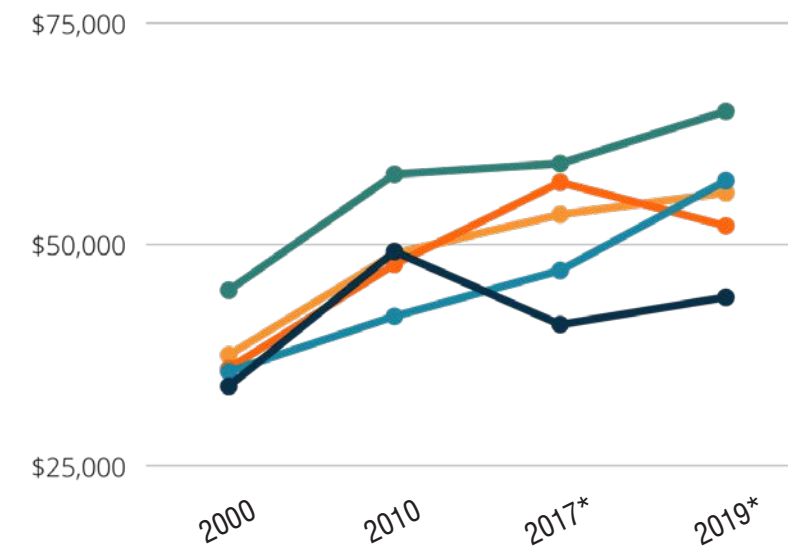


Figure 3.7
Place of Birth for Junction City Residents in 2019
(Data: Census Reporter, 2019; Graphic by Kylee Mernagh)

Average Household Income Based on Race Over Time

These graphs show average household incomes of Geary County in comparison to the state of Kansas. Both graphs, generally, illustrate a growth of household income as expected with inflation. Geary County, however, has lower average incomes for all races and ethnicities than the state averages. Asian alone households are affected by this the most, as they are seen to be averaging significantly less in the county compared to the state. Black or African American Alone households also differ from county to state averages, but in an opposite way than Asian households, as Black or African American Alone households are seen to be making more in Geary County compared to the State of Kansas. The variations in these graphs is most likely due to the primary types of occupations in Geary County.

Average Household Income in Geary County



Average Household Income in Kansas

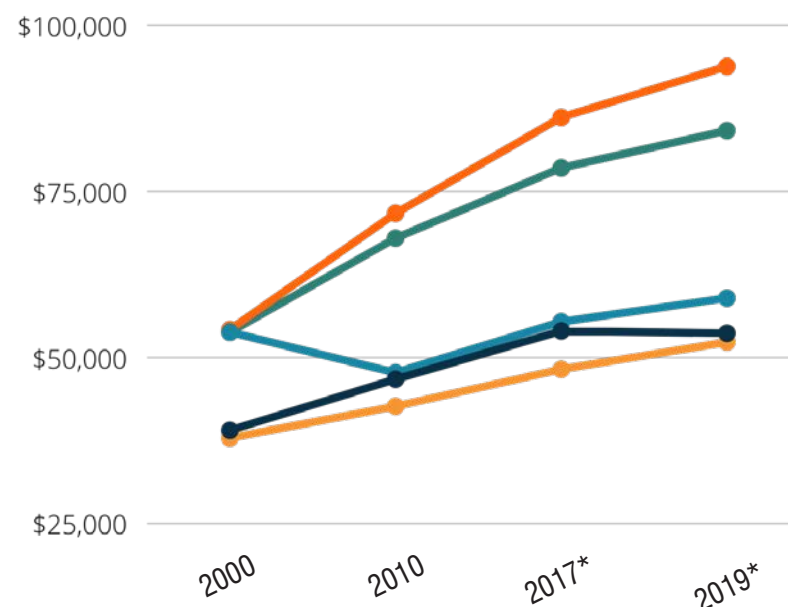
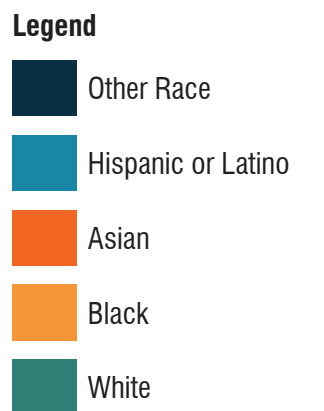


Figure 3.8
Average Household Income by Race in Geary County and Kansas.
*ACS 5-year estimates
(Data: Social Explorer 2000-2010 ACS 2017-2019; Graphic by Callie Caselman)



Population Growth Projections

The Junction City + Geary County Comprehensive Plan 2017 (comprehensive plan [here](#)) applied an annual growth rate to the population of Junction City to predict how much the population might grow. Using a long term growth rate of 1%, the plan projects that the population would be 40,046 by 2030 including the population on Fort Riley.

Employment

Fort Riley serves as the major employer in the region and has fueled growth in Junction City.

Figure 3.9

Labor Force Participation

The table shows labor force participation in Junction City, and Rural Geary County in 2010

(Table: Junction City + Geary County Comprehensive Plan 2017. Access [here](#))

	Rural Geary County	% of Total	Junction City	% of Total
In labor force	4,807	100.0%	11,397	100.0%
Civilian labor force	3,560	74.1%	9,421	82.7%
Employed	3,270	91.9%	8,886	94.3%
Unemployed	290	8.1%	535	5.7%
Armed Forces	1,247	25.9%	1,976	17.3%

Figure 3.10

Civilian Employment by Industry in 2010

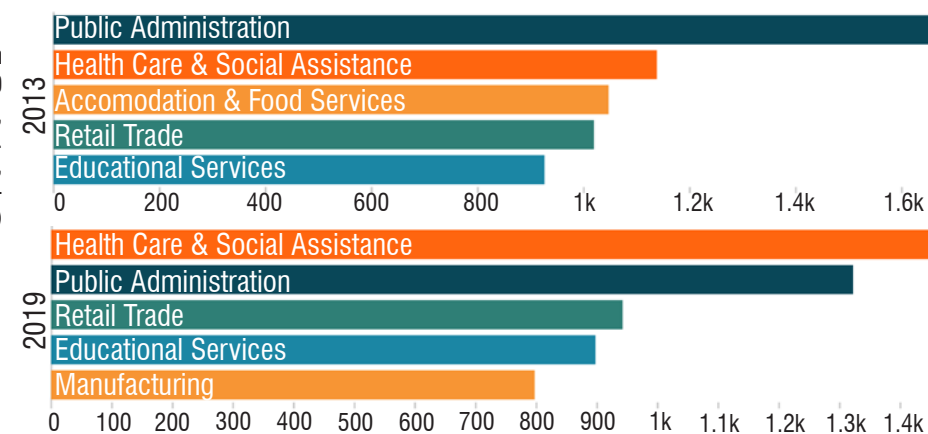
(Table: Junction City + Geary County Comprehensive Plan 2017. Access [here](#))

	Geary County (exclusive)	% of Total	Junction City	% of Total
Management, business, science, and arts	1,345	41.1%	3,857	31.7%
Service	330	10.1%	2,248	18.5%
Sales and office	823	25.2%	2,958	24.3%
Natural resources, construction, and maintenance	349	10.7%	1,016	8.4%
Production, transportation, and material moving	423	12.9%	2,077	17.1%
Total	3,270		12,156	

The most common employment sectors for those who live in Junction City, KS, are Health Care & Social Assistance (1,462 people), Public Administration (1,322 people), and Retail Trade (942 people). This chart shows the share breakdown of the primary industries for residents of Junction City, KS, though some of these residents may live in Junction City, KS and work somewhere else (U.S Census Bureau, 2019).

Figure 3.11
Employment by Industries in 2013 and 2019

(Data: U.S. Census Bureau, 2019. ACS - 5-year estimate. Census Reporter: Junction City, KS; Graphic by Carlos Toledo-Dominguez)



Employment by Occupation

The most common job groups, by number of people living in Junction City, KS, are Office & Administrative Support Occupations (1,139 people), Material Moving Occupations (697 people), and Building & Grounds Cleaning & Maintenance Occupations (564 people). This chart illustrates the share breakdown of the primary jobs held by residents of Junction City, KS (U.S Census Bureau, 2019).

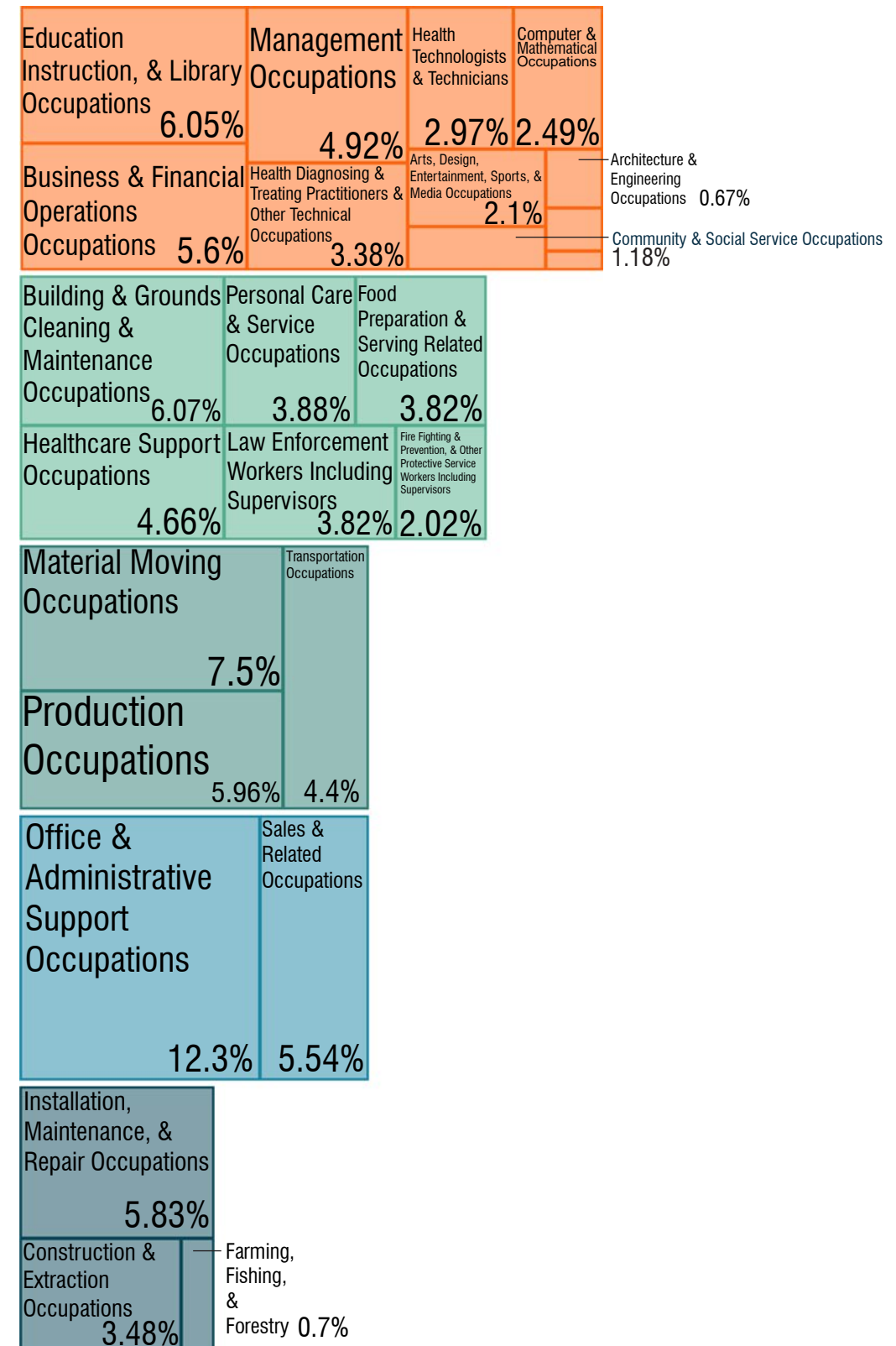


Figure 3.12

Employment by Occupation
(Data: U.S. Census Bureau, 2019, ACS - 5-year estimate. Census Reporter: Junction City, KS; Graphic by Carlos Toledo-Dominguez)

Legend

- Management, Business, Science and Arts Occupation
- Service Occupations
- Production, Transportation, and Material Moving Occupations
- Sales and Office Occupations
- Natural Resources, Construction, and Maintenance Occupations

Conditions Analysis

Conditions Analysis

This section of the report is based on data collected by students through a windshield survey. Working in pairs, students divided up the three neighborhoods into zones, with each pair collecting data for their zone. This data was live updated on ArcGIS online, and was checked by Dr. Rishi as it was being collected. In all 1323 data points were collected. For each data point i.e. dwelling unit, students noted the type of structure, number of units per structure, number of floors and whether a basement was visible or not. Next students assessed the condition of the foundation, siding (including fascia boards and gables), condition of windows and doors, yard and driveway. Lastly the students used these conditions assessments to assess the condition of the structure. All data points were collected between March 15-30, 2021. After collecting the data and checking it, the data was cleaned for repetitions, missing data and inaccurate assessments. The cleaned data was then analysed to understand the overall condition of units in the study area. This analysis is presented in the following sections.

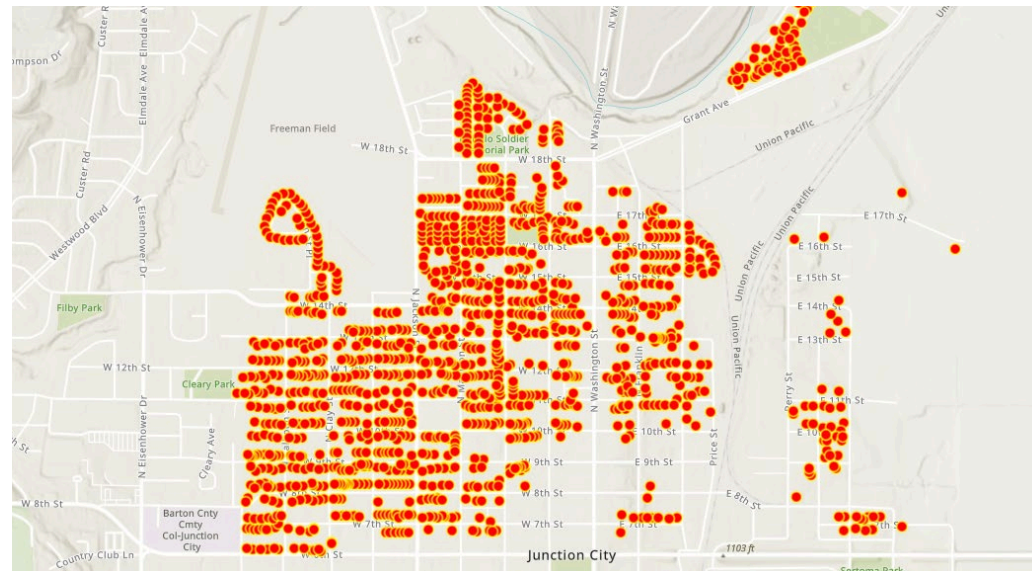


Figure 4.1
Screenshot of raw data points
Image shows the distribution of the 1323 data points that were collected as part of the windshield survey. (Source: Susmita Rishi)

Excellent	A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and roof lines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.
Sound	A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.
Minor Rehabilitation	A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component.
Moderate Rehabilitation	A dwelling unit that requires multiple repairs and the replacement of a major component.
Substantial Rehabilitation	A dwelling unit that requires that repair or replacement of all exterior components.
Dilapidated	A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate.

Figure 4.2
Assessment Criteria
Final structure condition assessment was done based on six criteria as described in the figure.

Structure Type

A large majority i.e. 82% of all dwelling units in the study area were found to be single-family residential. There was also a substantial quantity of vacant lots, which were assessed as 0.75% in the original data collected.

On further assessment, it was found that the number of vacant lots was higher, as much as 5%. Since the majority of units are single-family residential, vacant lots next to occupied units were not easy to distinguish as being vacant, as they seemed a lot of times to be part of adjacent dwelling unit.

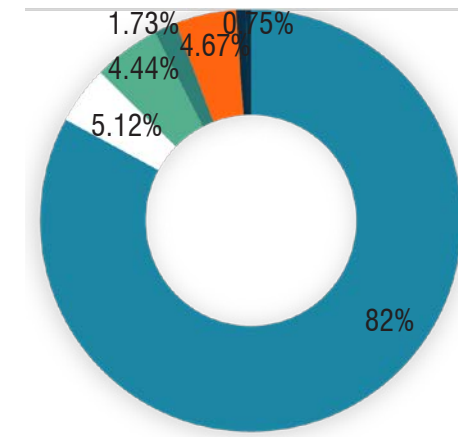
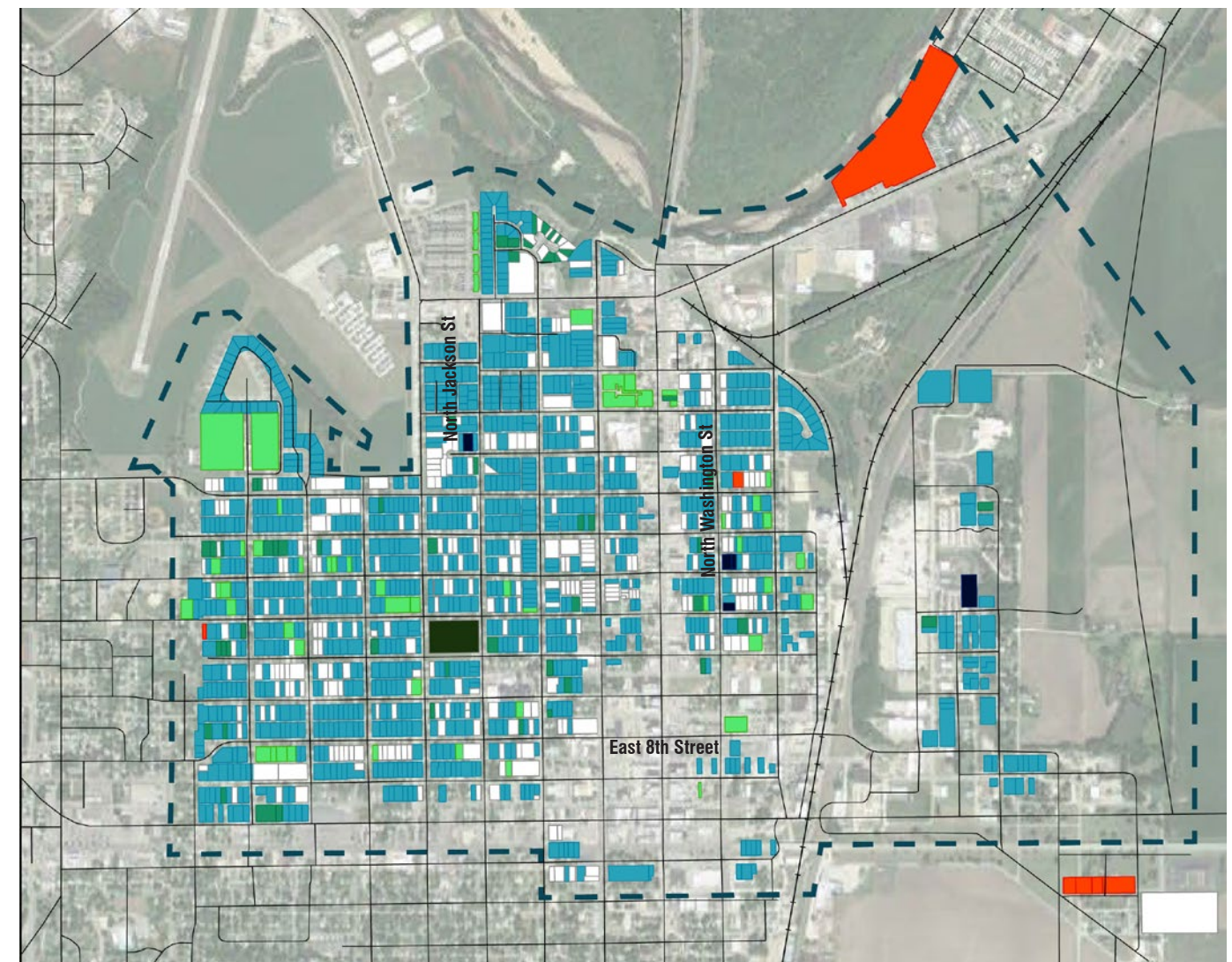
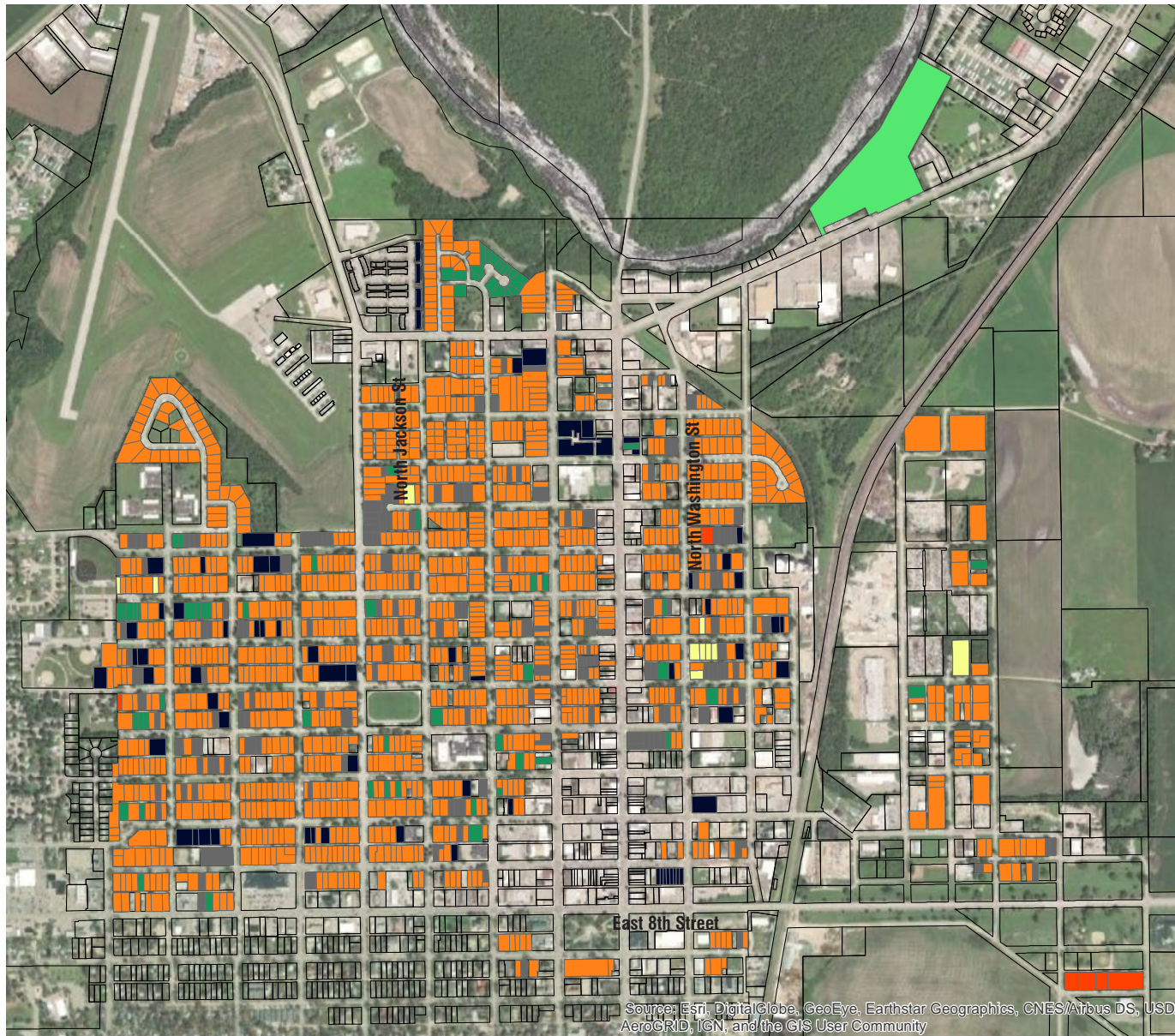


Figure 4.3
Above: A pie chart of distribution of Structure types in the Study Area
Below: Map of Structure types in the study area
Source: Claire Mitchell

Legend

- Single Family
- Duplex
- Trailer
- Multi-Family
- Manufactured Home
- Vacant Lot





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community

Legend

- Single Family
- Multi-Family
- Duplex
- Manufactured Home
- Vacant Lot

Manufactured Housing

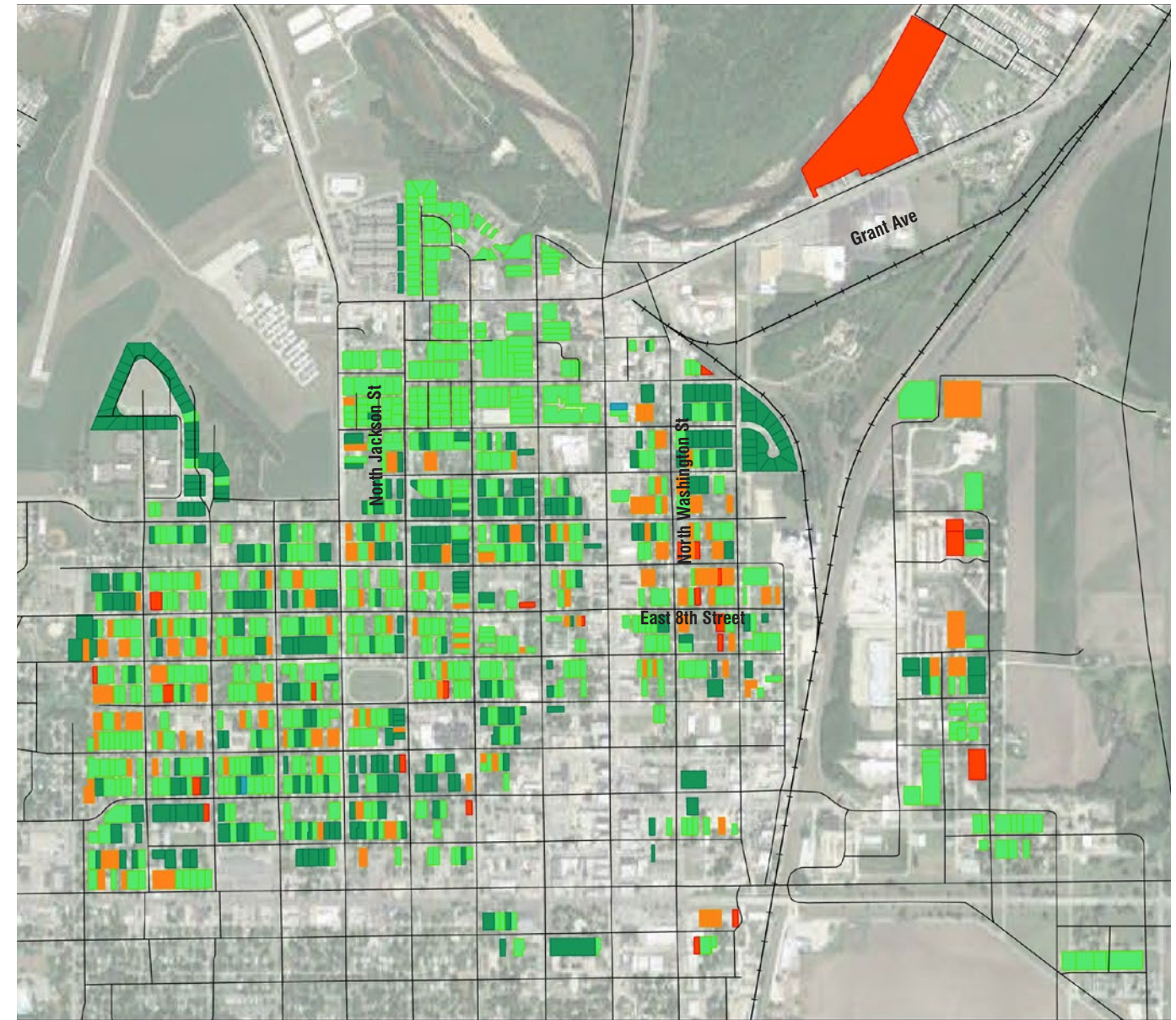
There were three manufactured housing communities observed in the study area. All of these are in the North-East corner of the city:

1. Meadowlark Manufactured Home Community
2. Riverview Mobile Home Community
3. Junction City Regency

Manufactured home communities are often ignored and pushed to the side regarding policies and community engagement in the same way they are physically pushed to the side- as seen in the map. These homes are a great way to provide affordable housing and are ultimately an asset for Junction City. Policies and recommendations should not exclude these homes. In fact, policies to include and protect these homes would be ideal.

Figure 4.4 Structure Type

Once vacant lots were added to the data based on Assessor's data, it becomes clear that the number of vacant lots is much higher. Source: Caleb Whitehouse



Yard Conditions

A majority of yards were in good condition (26%) or need just basic mowing (54.14%). This is a good indication of the kind of pride of place that homeowners feel in their city.

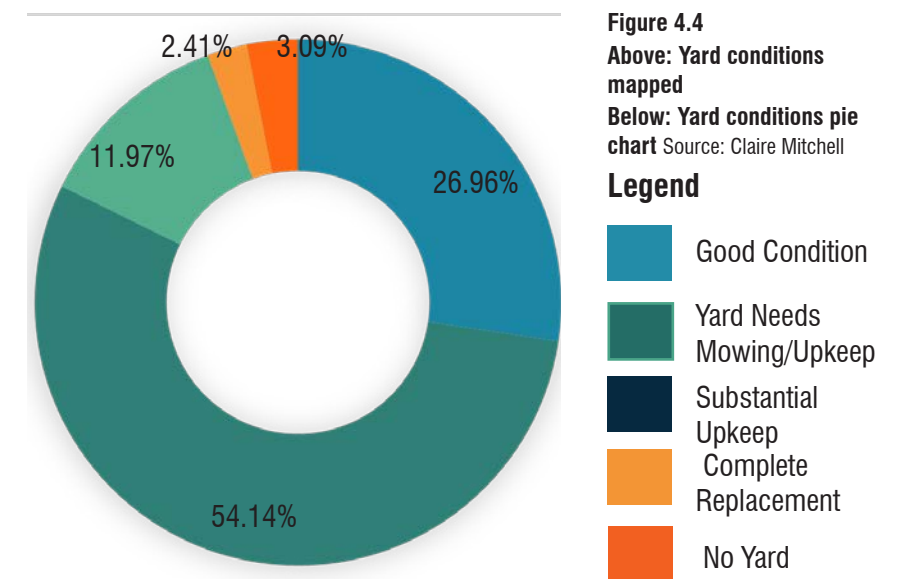
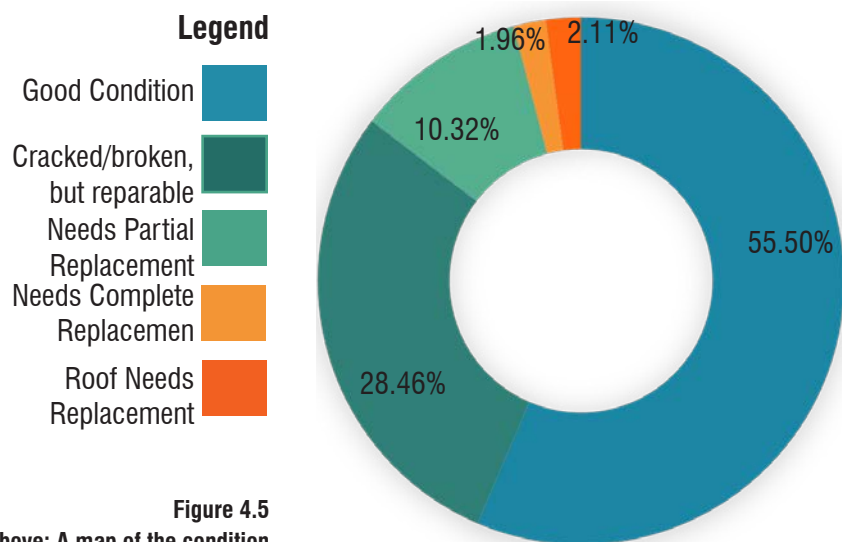
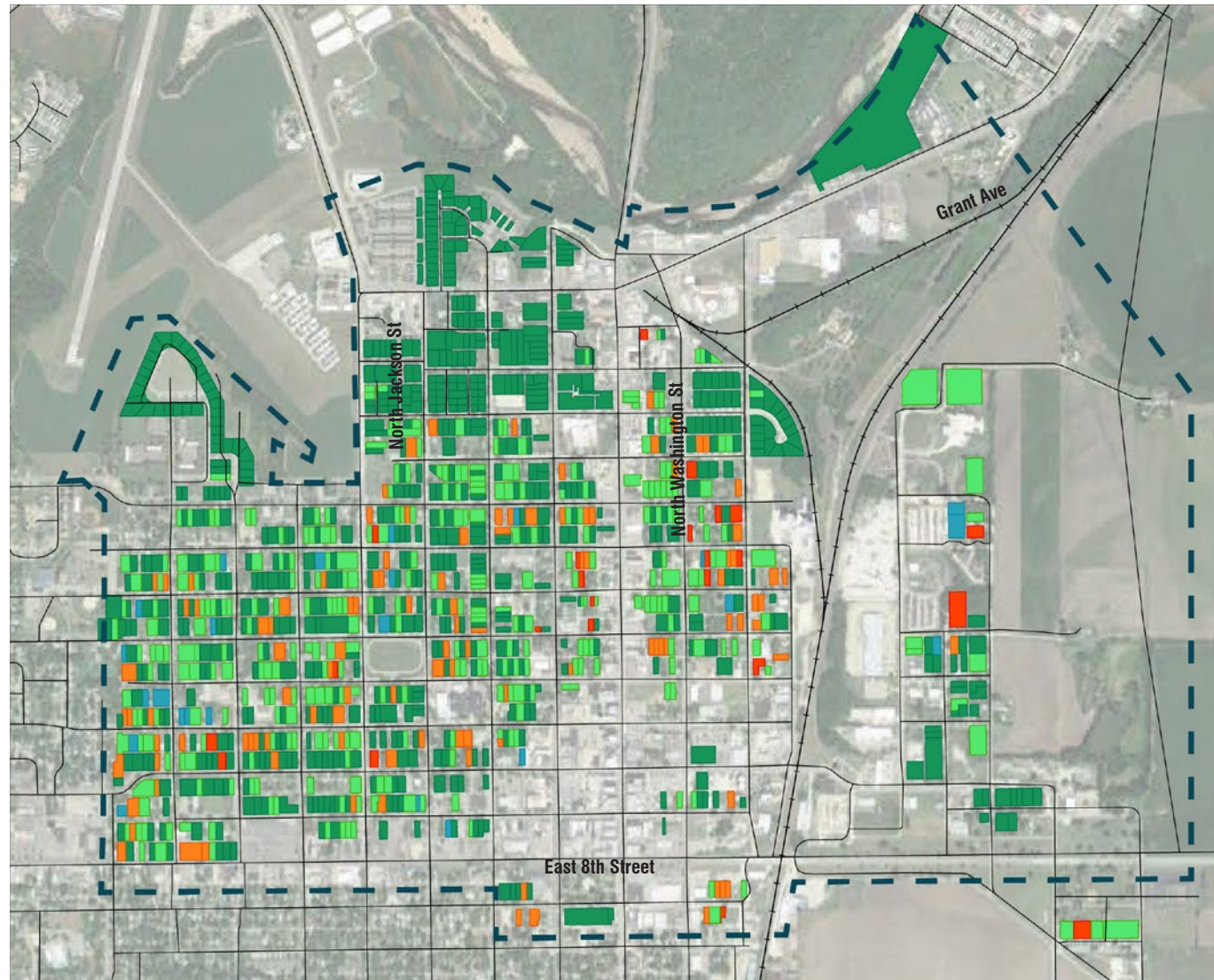


Figure 4.4
Above: Yard conditions mapped

Below: Yard conditions pie chart Source: Claire Mitchell

Legend

- Good Condition
- Yard Needs Mowing/Upkeep
- Substantial Upkeep
- Complete Replacement
- No Yard

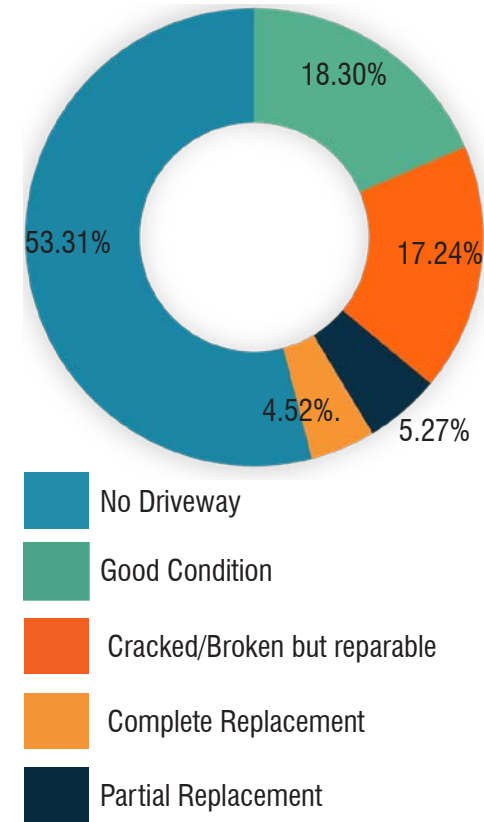


Roof Condition

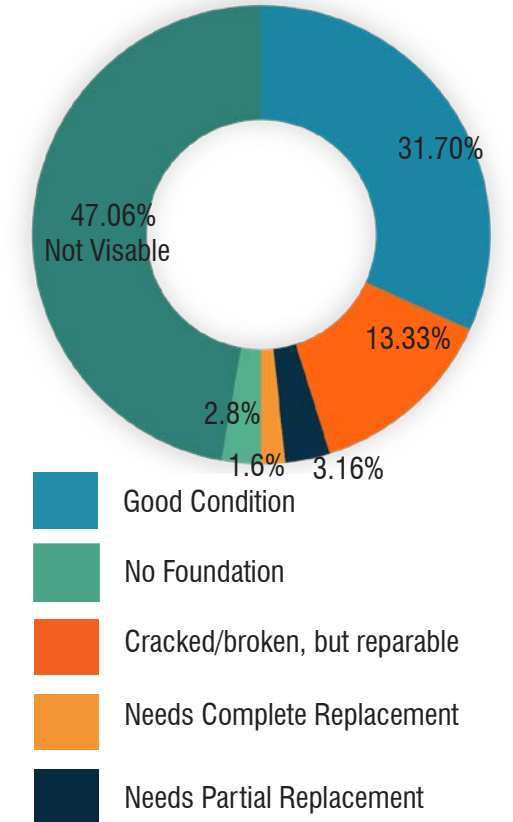
A majority of roofs were in good condition (55.5%). A good proportion (28.46%) needed very little rehab and only about 2.11% needed complete replacement. This indicates that a majority of the housing stock in the study area is in good condition and needs basic rehab to bring it to even better condition.

Other Conditions Inventory

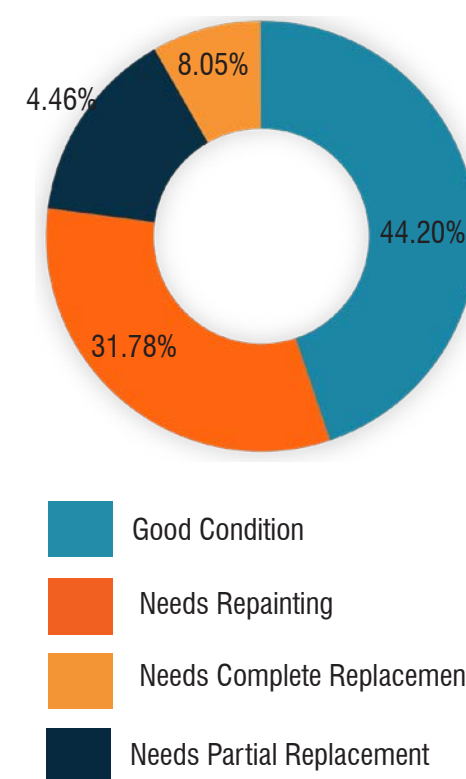
Driveway Condition



Foundation Condition



Condition of Siding



Foundation Condition

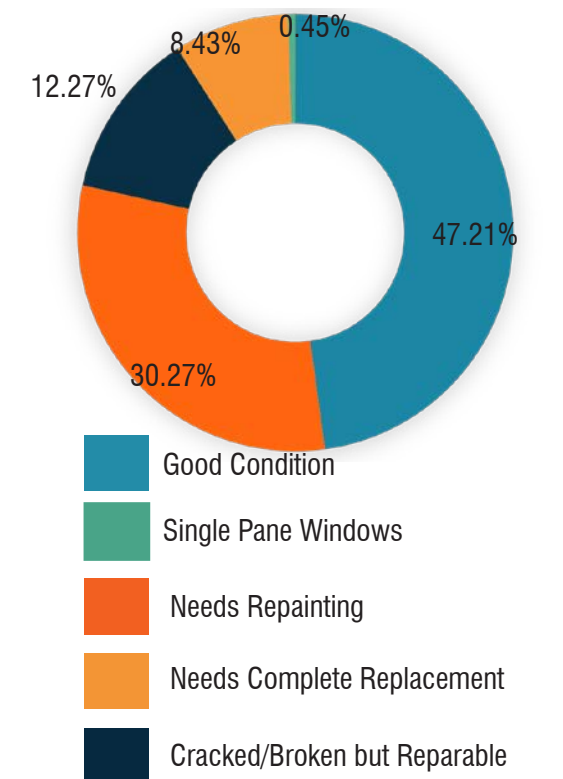


Figure 4.5
 Above: A map of the condition of roofs in the study area.
 Below: A pie chart showing Roof Conditions in the study area.
 Source: Claire Mitchell

Overall Structure Condition

The combination of all of the other factors determined the final structure condition. One of the biggest takeaways is that moderate and minor rehabilitation combined makes up over half of the results. This means that over half of the units in the study area need some kind of painting or repairs or minor rehabilitation. This can take a great toll on the overall look of a community, and with only

a 14.31% of housing in excellent condition, these repairs and repainting are important. It should be noted that these two sections do not include houses that need more than one aspect of the house completely replaced so some of these repairs could be reasonably easy and affordable.

Figure 4.6
Above: A map of the overall condition of structures in the study area.
 Source: Caleb whitehouse
Below: A pie chart showing overall condition of structures in the study area.
 Source: Claire Mitchell

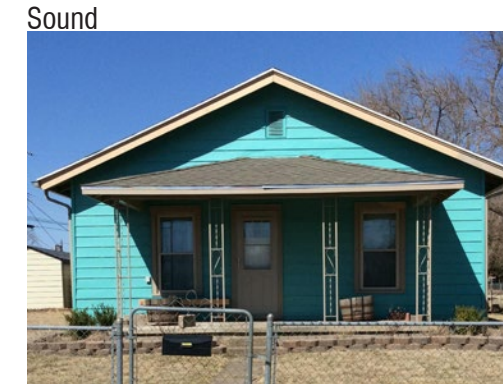
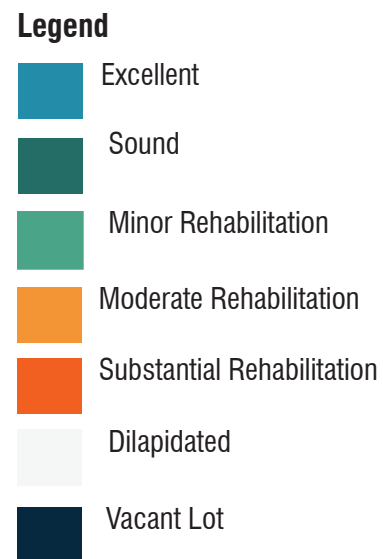
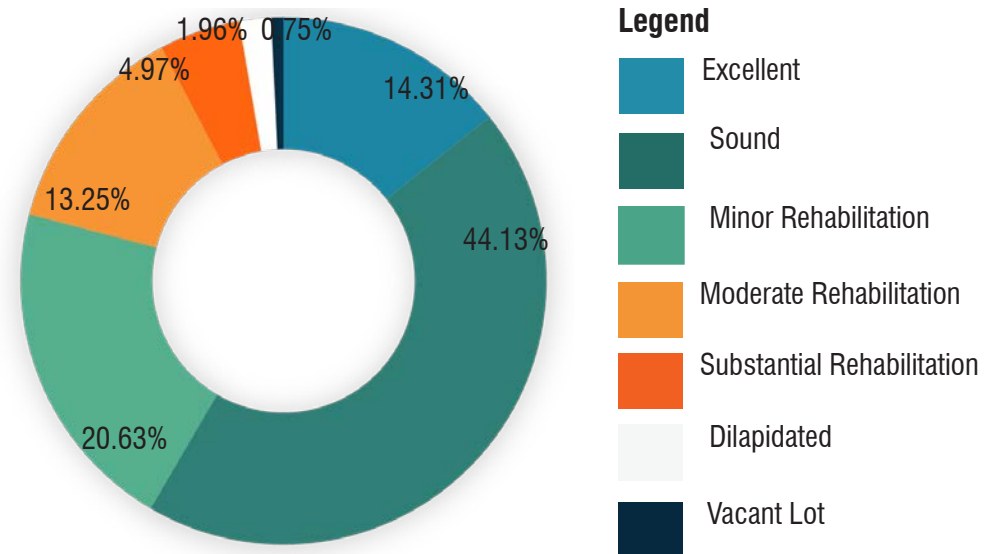
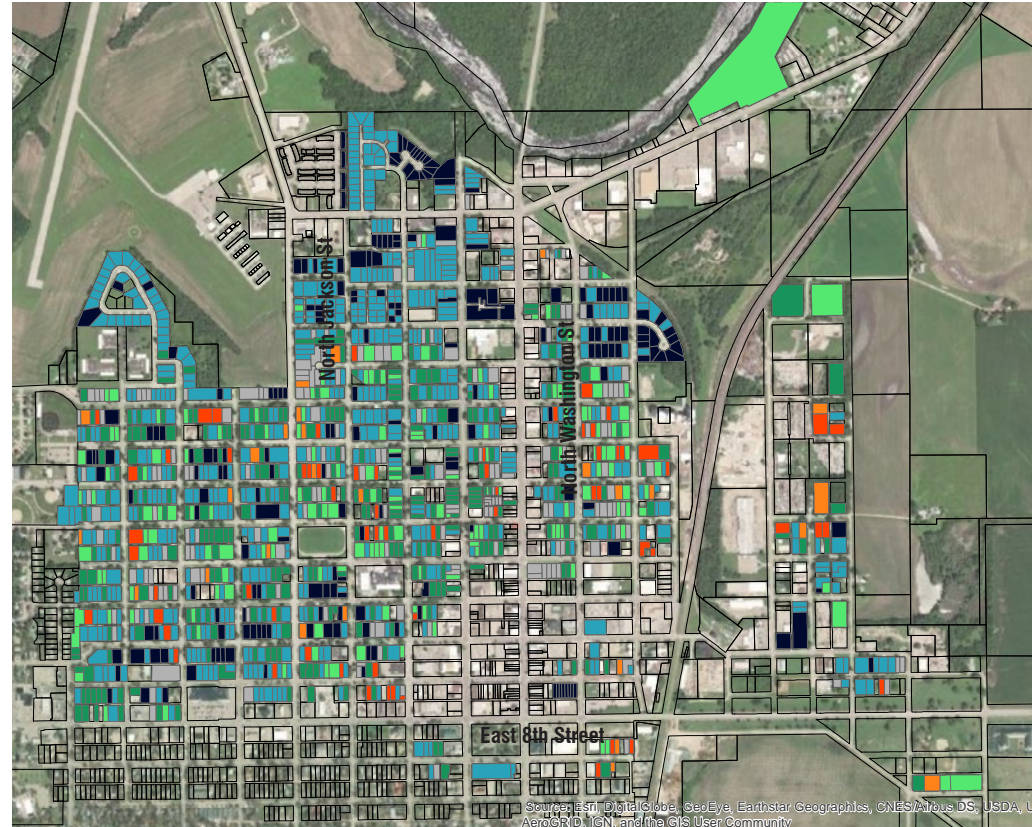


Figure 4.7
Sample Images of various conditions in the study area.
 Source: Claire Mitchell



Policy Recommendations

Recommendations

Based on the demographic and housing conditions analysis, we make the following policy recommendations on how Junction city can address some of the issues and promote better development, as well as maintenance of the existing housing stock.

Neighborhood Revitalization

Backbones to Success

When planning for neighborhood revitalization, there are 5 key pieces of infrastructure to pay attention to. First, hard infrastructure, which is the physical pieces like sidewalks and sewer systems. Second, planning infrastructure, which is the plans, planning staff and the community engagement and input. Third is enabling infrastructure, which is made up of the supporting analyses, resources and systems that allow revitalization investments to happen. Fourth is implementation infrastructure, made up of the supporting tools that help to execute on the vision. Fifth is people infrastructure, made up of the mindsets, mechanisms and programs that support the people in the targeted neighborhood or urban area.

With these five types of revitalization infrastructure, there are two main problems. The first is that sometimes pieces of neighborhood revitalization infrastructure are missing or weak. The other problem that happens is that sometimes the pieces don't work well together.

On top of infrastructure, there are three other factors that help to determine success:

1. Location,
2. Nearness to larger cities and markets,
3. And sometimes, hitting rock bottom.

Location, meaning what region a city is in, can help to predict local growth, as regional trends in growth and decline tend to show up in the smaller towns. Nearness to other cities, especially those with big markets, can help to stimulate the local economy. For Junction City, the nearby Fort Riley, Manhattan, Salina, and Topeka serve as these nearby markets. Finally, the idea of hitting rock bottom being a good thing might seem counter-productive, but it actually serves to motivate people, since there is nowhere to go but up. With the Covid-19 pandemic, Geary county hit a record high unemployment of 11.5%, and is still recovering. This serves as an opportunity to recover and revitalize together, and create stronger communities.



Figure 5.1
Neighborhood Revitalization
 (Image source: <https://www.montgomerycountymd.gov/DHCA/community/neighborhood/>)

Habitat for Humanity Quality of Life Framework

Neighborhood revitalization recognizes the holistic nature of neighborhood priorities to create change across multiple sectors. The Quality of Life Framework is Habitat's hypothesis on how systemic and sustainable change happens in a neighborhood. In order to create change that leads to an improved quality of life, community efforts focus on three foundational outcomes:

White House Neighborhood Revitalization Initiative

The Neighborhood Revitalization Initiative was started in September 2010 under President Obama as part of an effort to recognize that the interconnected challenges in high-poverty neighborhoods require interconnected solutions. NRI's approach to



Figure 5.2
Habitat Framework
 Looking at the different elements involved in creating improved quality of life (Image: Habitat for Humanity)

1. Sense of community: Identifying with the neighborhood, feeling connected and supporting one another.
2. Social cohesion: Being willing and able to work together.
3. Collective action: Sustaining ongoing

Federal engagement is designed to be interdisciplinary, place-based, locally-led, data, as well as results-driven, and flexible. NRI is focusing on four key opportunities for action: 1. Integrating Promise Neighborhoods, Choice Neighborhoods, and other center-



Figure 5.3
NRI Building Capacity
 (Image Source: White House Website)

piece place-based programs in distressed neighborhoods. 2. Providing flexible Neighborhood Revitalization Grants. 3. Building neighborhood capacity through hands-on technical assistance as demonstrated by the Building Neighborhood Capacity Program.

Case Studies

San Antonio's SA2020 development. This is a team working to improve the city with research, storytelling, and practice. Within the community they have aligned goals of community, accountability, leadership, curiosity, and celebration. They shoot to have strategic direction and their work is based on researchers from other communities, they take what has worked in other areas and are applying it on a new even larger scale. This is an inspiring example of the reach of social efforts to change the physical characteristics and feel of the town. They highlight members of the community and give people opportunities to create new experiences and broadcast their talents to a larger area. They also provide large city spaces where community events are held and have a fresh perspective on community engagement through social media and inclusive opportunities for citizens to make an impact on the municipal level.

Civic San Diego is a now nonprofit organiza-

4. Sharing best practices through the White House Neighborhood Revitalization Report, which showcases examples of communities who have "braided" Federal and other funds to pursue comprehensive neighborhood revitalization.

tion that did a test run partnered in the city of San Diego for one year focusing on a downtown revitalization. San Diego is known as being too friendly with developers and there are many conflicts of interest in the emerging landscape. The idea of another entity overseeing private development is seen as a benefit because it is faster than the city municipality. San Diego already had a large precedent for fast and major developments, so this nonprofit company did not improve things very much just remained the same level of development. The city is plagued by lawsuits and unethical development practices, the area is growing at a rate that is not sustainable and the area is losing the character that was so strong before. The new focus is to get away from this forced development and focus on enforcing policies for affordability with a focus on middle income housing and propose community lending efforts.



Figure 5.4
Ribbon Cutting
The first block of the 14th Street Greenway opening. Once completed, the 14th Street Greenway will run 11 city blocks, from C Street to Commercial Street. 5 additional greenways are planned for Downtown. (Civic San Diego)

Revitalization Projects in Kansas

In the 2017-2018 session of the Kansas State Legislature, they passed 12-17, 114-120. This act, known as the Neighborhood Revitalization Act, set up frameworks for cities and counties to help guide revitalization projects. This is enabling legislation for the revitalization of neighborhood areas and is not intended to prevent cities and counties from enacting and enforcing additional laws and regulations on the same subject which are not in conflict with the provisions of this act.

For many cities and counties in Kansas, Tax Rebate Programs (TRP's) are one of the most common ways to provide some form of a Neighborhood Revitalization Program (NRP).

Examples of places that have run successful TRP's include Emporia, where the program offers tax rebates for the extra property tax that would be incurred as a result of property improvements or new construction, with the rebate lasting for 10 years.

Decatur County has some variations compared to the NRP in Emporia. Instead of determining qualifications by levels of investment, Decatur looks at whether the improvement would result in at least a \$10,000 increase in the appraised property value. The rebate in Decatur also lasts for 10 years.

Topeka adopted an NRP in the mid-1990s, and because of that program the city has seen the following results:

- Approximately \$422 million of private in-

vestment (1995-2018)

- \$42.6 million in total rebates paid (1995-2016)
- Approximately \$127 million invested in the Downtown area (1995-2018)
- Approximately \$19.3 million new tax dollars generated (2006-2016)

Our policy recommendation for Junction City is a combined strategy based on lessons learned from San Antonio, San Diego, and Kansas-area programs.

San Antonio had a great community engagement strategy in their work, which serves as a cheap but helpful was that the area can get people involved, promote social interaction, and create meaningful areas within the municipality.

San Diego had a strong focus on maintaining policies that were already in place and keeping the town's identity alive. This can involve historical context like, for Junction City, the rich military background in the area and using that as a mainstay or tourist attraction as well as wide-spread community events that are well broadcast to all people.

From the different Kansas-area program, the important things for Junction City to use are the examples of the successful tax rebate programs, and how they can be implemented at different levels of scale. The long term benefits of TRP's is that the impacts are designed to spread out over time, so they are a long-term advantage for the city.

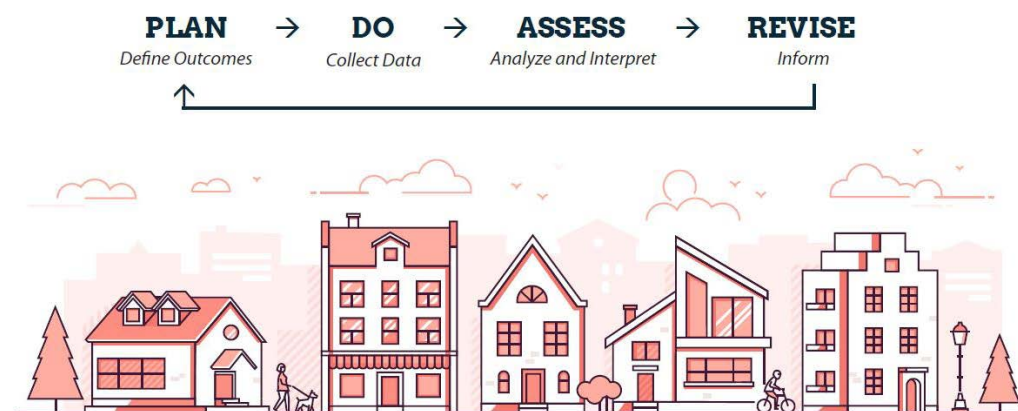


Figure 5.5
The steps to make a great neighborhood
(Delaware State University Center for Neighborhood Research and Revitalization)

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